



**Continued from 2-15-05, item  
10.3 and 3-8-05, item 11.1**

DEVELOPMENT SERVICES  
DEPARTMENT

CITY OF SACRAMENTO  
CALIFORNIA

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ROOM 300  
SACRAMENTO, CA  
95814-2998

Planning Division

PLANNING  
916-808-5381  
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**January 10, 2005**

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: WESTLAKE PARCEL 31 (P04-151)**

Various entitlements to allow the development of single-family cluster residences in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone in the Westborough Planned Unit Development:

- A. **Environmental Determination:** Addendum to a Previously Adopted Negative Declaration;
- B. **Mitigation Monitoring Plan;**
- C. **General Plan Amendment** to re-designate 11.2± acres from Public/Quasi-Public-Miscellaneous (PQPM) to 0.6± acres of Parks/Recreation/Open Space and 10.6± acres of Low Density Residential (LDR);
- D. **Community Plan Amendment** to re-designate 11.2± acres from General Public Facilities (GPF) to 0.6± acres of Parks/Open Space and 10.6± acres of Medium Density Residential (MDR);
- E. **Rezone** 11.2± acres from Standard Single-Family Planned Unit Development (R-1-PUD) zone to 0.6± acres of Agriculture-Open Space Planned Unit Development (A-OS-PUD) zone and 10.6± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone; and
- F. **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.

**LOCATION AND COUNCIL DISTRICT:** Northeast of the intersection of Del Paso Road and Wyndview Drive  
APN: 225-1480-031 and -051  
Council District 1



**RECOMMENDATION:**

The report recommends that City Council adopt the attached resolutions and ordinance:

- Approving the addendum to a previously adopted negative declaration and approving the mitigation monitoring plan for Westlake Parcel 31;
- Approving the General Plan amendment;
- Approving the Community Plan amendment;
- Approving the Rezone; and
- Approving the PUD Schematic Plan Amendment.

**CONTACT PERSONS:** Arwen Wacht, Associate Planner, 808-1964  
David Kwong, Senior Planner, 808-2691

**FOR COUNCIL MEETING OF:** February 1, 2005 (evening)

**SUMMARY:**

The applicant, John Laing Homes, is requesting entitlements to the development of 11.2± acres, known as Westlake Parcel 31, in the Westborough Planned Unit Development (PUD). The site was originally designated for a school site, but due to more recent State siting guidelines and for financial reasons, the Natomas Unified School District is no longer able to locate a school at this site. The project site currently has an underlying zoning designation of Standard Single-Family, and the applicant is now proposing to re-designate a small portion of property for parks and develop the remaining property as medium density residential in the form of single-family detached cluster homes at a density of 13.8± du/na. The applicant is requesting several legislative entitlements (General Plan Amendment, Community Plan Amendment, Rezone, and PUD Schematic Plan Amendment) to address the proposed overall design. The Planning Commission reviewed the project and recommended approval of the above listed entitlements. The Planning Commission also approved a Tentative Subdivision Map, Subdivision Modification, and a Special Permit (to develop three house plans on 101± cluster lots), subject to conditions, on December 9, 2004. Staff has evaluated the entitlements requested and has found that the project is consistent with North Natomas Community Plan policies.

One member of the public spoke in opposition to the proposal at the Planning Commission meeting on December 9, 2004. Concerns were voiced regarding the following issues: relocation of the school site; density; lack of a feeling of community; a lack of private recreation space; parking; a lack of green space; and two-story homes adjacent to the existing single-family homes to the north. Two letters of concern were also submitted to the Planning Commission (see pages 94 and 190). One letter voiced concerns regarding the new location of the school site and the other voiced concerns regarding density and driveways.

## **COMMITTEE/COMMISSION ACTION:**

On December 9, 2004, by a unanimous vote of 8 ayes, the Planning Commission voted to recommend approval of the General Plan Amendment, Community Plan Amendment, Rezone, and PUD Schematic Plan Amendment. Also, in the same action, the Planning Commission approved the following entitlements: a Tentative Subdivision Map to subdivide two (2) parcels into 119± lots (101 residential lots, 15 lots for private drives, 2 park lots, and 1 landscape corridor lot); a Subdivision Modification to modify street standards, allow for non-standard street elbows, and reduce the Public Utility Easement (P.U.E.) to 10' adjacent to the public street; and a Special Permit to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.

## **BACKGROUND INFORMATION:**

### *Project Elements:*

- The land uses proposed for this project site include medium density residential (detached single-family residences on cluster lots at a density of 13.8± du/na) and additional park land.
- At build out, this site will house approximately 101 single-family residences and a 0.6± acres of park land.

*Land Use Amendments/Rezone:* The General Plan and Community Plan land use amendments will provide land use consistency with the proposal. The Rezone will also provide the same consistency with the proposal. Further discussion of the General Plan and Community Plan amendments is provided below.

*PUD Schematic Plan and Guidelines Amendment:* The PUD Schematic Plan and Guidelines Amendment will provide land use consistency with the overall proposal and design of the project. Further discussion regarding the PUD Schematic Plan and Guidelines Amendment is discussed in the Planning Commission staff report on page 11 (page 18 in this report).

## **FINANCIAL CONSIDERATIONS:**

This project has no fiscal considerations.

## **ENVIRONMENTAL CONSIDERATIONS:**

On October 26, 1999, the City Council ratified a Negative Declaration for the originally proposed project (P98-112). Potentially significant environmental issues regarding water, plant and animal life, noise, transportation and circulation, human health, and cultural resources are discussed and mitigation in this document. The proposed project is a resubmittal of a portion of the original project that was previously analyzed and mitigated. However, new information related to air and plant and animal life is now available. Therefore, the original Negative Declaration has been updated by means of an Addendum to address the new information. No other new issues or



information are known that would trigger additional environmental analysis. Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act Public Resources Code provides that an addendum to a previously prepared Negative Declaration shall be prepared if only minor technical changes or additions are necessary. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration.

## **POLICY CONSIDERATIONS:**

**Land Use:** The overall General Plan amendment and Community Plan amendments are considered minor adjustments of this area of the Westborough PUD. The amendments will result in the removal of the existing land use designation for a school site and develop this site with detached medium density single-family residences. The applicant is also proposing an increase in the land designated for park acreage (0.6 acres).

The General Plan and Community Plan land use amendments will provide land use consistency for the proposed project. Staff evaluated a number of General and Community Plan policies for the overall project. In our conclusion, it was staff's opinion that this project was consistent with the General Plan and North Natomas Community Plan. The proposal is particularly consistent with the following North Natomas Community Plan policies:

- **Balance of Residential Densities in Each Neighborhood:** Each neighborhood shall strive for a balance of residential densities...The medium density residential can be used as a "linchpin" to help balance the neighborhood. For example, in a neighborhood with primarily low density, the medium density should be designed to reflect a higher density type, i.e. more rental opportunities, smaller lots, etc. (NNCP p. 14)
- **Variety of Housing Types:** Because residents vary in their household size, the number of vehicles they own, the number of generations in their home, their willingness to maintain a yard, their tolerance of living near their neighbors, their ability to afford a large or small home, their preference to own or rent a home, their desire for shared recreational facilities and equipment, and their need for privacy, a variety of housing types are needed. Residential developers thrive on economies of scale and would prefer to build a minimum number of housing types. A balance is needed that would provide sufficient housing types so that each resident can be happy living in the community but not too many that the developer cannot provide an affordable product. (NNCP p. 14)

Further discussion regarding General Plan and Community Plan issues are discussed in the Planning Commission staff report on pages 5 to 8 (pages 13-16 in this report).

**Habitat Conservation Plan (HCP):** The HCP fees for this site were paid in 1999, and the site was graded prior to the Settlement Agreement. The HCP status of this site is discussed on pages 8 to 9 of the Planning Commission staff report (pages 16 to 17 of this report).

**Mixed Income Housing Ordinance:** This proposal is not required to provide an Inclusionary Housing Plan. This site is considered an exempt residential project in that it has a development agreement executed on or before June 20, 2000. Particularly, the proposed project is considered exempt because the entitlements are considered "Minor Legislative Entitlements" pursuant to SMC 17.190.020, particularly criteria 1 in that there is no net loss of residential acreage. For further details, see pages 9 to 10 of the Planning Commission staff report (pages 17 to 18 of this report).

**Smart Growth Principles:** City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth or sustain existing development that is economically sound, environmentally friendly, and supportive of community livability. The following Smart Growth principles apply to the proposed project:

- Create a range of housing opportunities and choices
- Foster walkable, close-knit neighborhoods
- Promote distinctive, attractive communities
- Streets designed to accommodate a variety of activities
- Planned and coordinated projects between jurisdictions and stakeholders.

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

**Strategic Plan Implementation:** The recommended action conforms with the City of Sacramento Strategic Plan, specifically by adhering to the goal to enhance and preserve urban areas by supporting existing development (and supportive infrastructure) within existing developed areas, allowing for efficient use of existing facilities, features and neighborhoods.

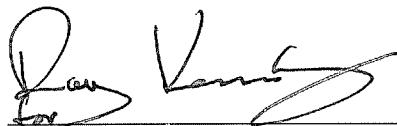
#### **ESBD CONSIDERATIONS:**

No goods or services are being purchased under this report.

Respectfully submitted and approved:

  
\_\_\_\_\_  
GARY STONEHOUSE  
Planning Director

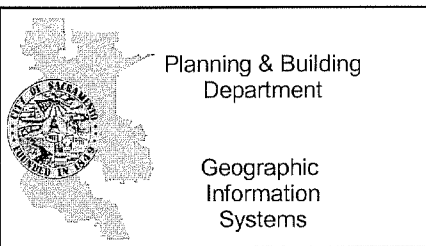
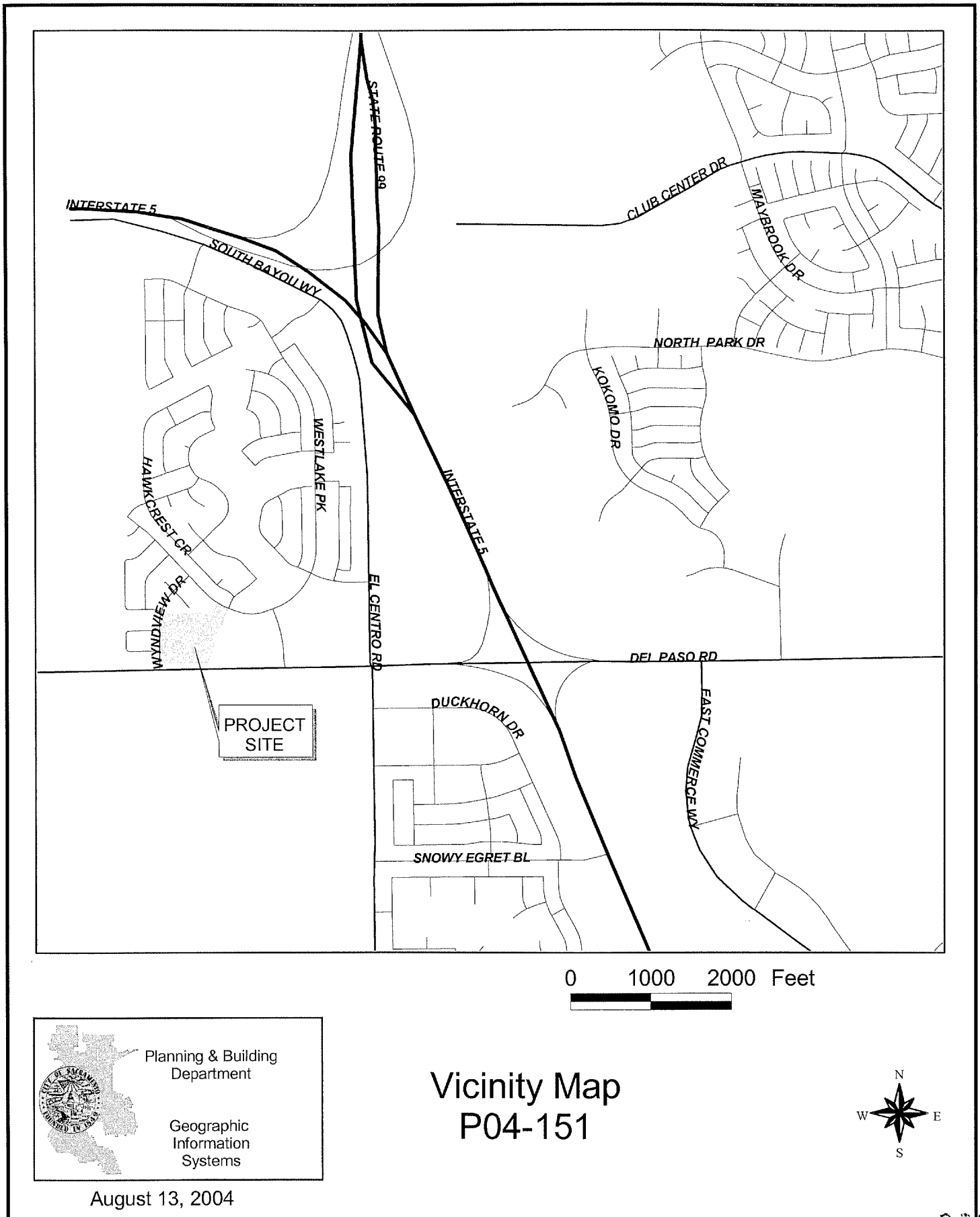
RECOMMENDATION APPROVED:



ROBERT P. THOMAS  
City Manager

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August 13, 2004

Vicinity Map  
P04-151

# CITY PLANNING COMMISSION

## HEARING ITEM

CPC AGENDA DATE: December 9, 2004

Item No.	Project No.	Title/Location	Action: Approved/Denied
13.	P04-151	Westlake Parcel 31 located at the northeast corner of Del Paso Road and Wyndview Dr.	APPROVED WITH AMENDMENTS
<b>ACTION</b>			

## VOTE OF THE PLANNING COMMISSION:

COMMISSIONER	MOTION 1			MOTION 2			ABSTAIN
	Yes	No	M/S	Yes	No	M/S	
Bacchini	/						
Banes	/		S				
Boyd	/		M				
Notestine	/						
Taylor-Carroll	-	-	-	-	-	-	-
Vallencia	/						
Wasserman	/						
Woo	/						
Yee	/						

\*\*\*\* List "Proponents" and Opponents" on reverse side of this page\*\*\*\*

PROPOSERS		
NAME	ADDRESS	ZIP CODE

OPPONENTS		
NAME	ADDRESS	ZIP CODE
Lin King	4710 WYRIDEVIEW DR.	95835

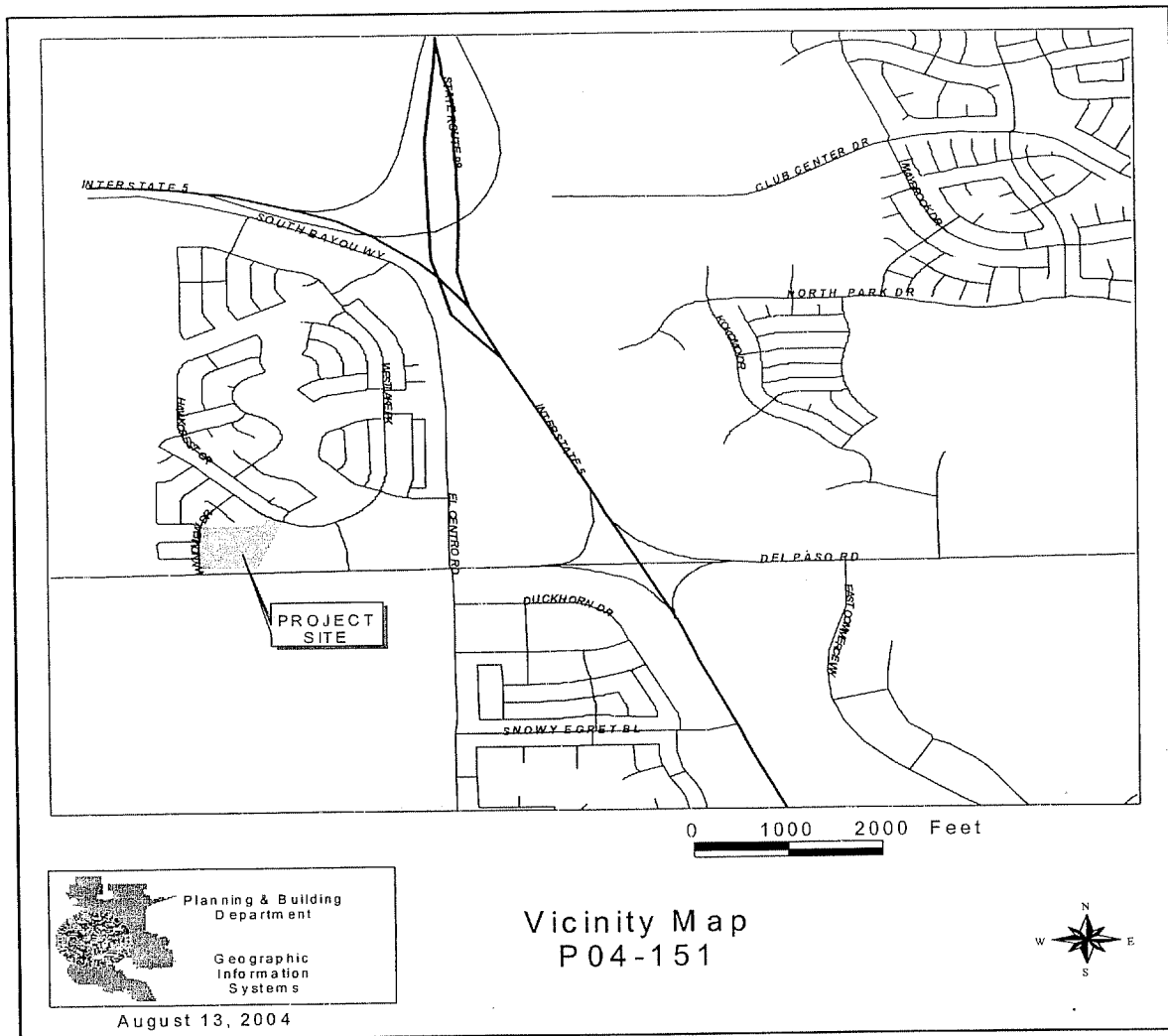
CITY PLANNING COMMISSION  
SACRAMENTO, CALIFORNIA  
MEMBERS IN SESSION:

ITEM # 13  
DECEMBER 9, 2004  
PAGE 1

P04-151 – WESTLAKE PARCEL 31

REQUEST:

- A. **Environmental Determination:** Addendum to a Previously Adopted Negative Declaration;
- B. **Mitigation Monitoring Plan;**
- C. **General Plan Amendment** to re-designate 11.2± acres from Public/Quasi-Public-Miscellaneous (PQPM) to 0.6± acres of Parks/Recreation/Open Space and 10.6± acres of Low Density Residential (LDR);
- D. **Community Plan Amendment** to re-designate 11.2± acres from General Public Facilities (GPF) to 0.6± acres of Parks/Open Space and 10.6± acres of Medium Density Residential (MDR);
- E. **Rezone** 11.2± acres from Standard Single-Family Planned Unit Development (R-1-PUD) zone to 0.6± acres of Agriculture-Open Space Planned Unit Development and 10.6± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- F. **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;
- G. **Tentative Map** to subdivide two parcels totaling 11.2± acres into 119± lots in the proposed Agriculture-Open Space Planned Unit Development (A-OS-PUD) and Single-Family Alternative Planned Unit Development (R-1A-PUD) zones;
- H. **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
- I. **PUD Special Permit** to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.



## LOCATION:

Northeast corner of Del Paso Road and Wyndview Drive  
APN: 225-1480-031 and -051  
North Natomas Community Plan Area  
Natomas Unified School District  
Council District 1



APPLICANT:	Greg Plucker, John Laing Homes, (916) 780-1222 1544 Eureka Road, Suite 250, Roseville, CA 95661
OWNER:	Phoenix LLC 7700 College Town Drive, Suite 101, Sacramento, CA 95826
PLANS BY:	Ken Topper, Wood-Rodgers 3301 C Street, Bldg. 100-B, Sacramento, CA 95816
APPLICATION FILED:	August 2, 2004
APPLICATION COMPLETED:	November 23, 2004
STAFF CONTACT:	Arwen Wacht, (916) 808-1964

SUMMARY: The applicant is proposing to develop 101 single-family cluster residences in the Westborough Planned Unit Development (PUD). This site was previously designated for an elementary school site for the Natomas Unified School District. The school district can no longer locate a school at this site. Due to changes in the state requirements for locating schools, they are working with the property owner to relocate this school site. The applicant is requesting the necessary entitlements to allow the development of cluster lots and additional parks acreage on 11.2± acres in the Westborough Planned Unit Development (PUD).

The applicant is requesting the necessary entitlements to allow the development of cluster lots and additional parks acreage on 11.2± acres in the Westborough Planned Unit Development (PUD).

The overall general plan amendment and community plan amendments are considered minor adjustments of this area of the Westborough PUD. The amendments will result in the removal of the existing land uses designation for a school site and develop this site with detached medium density single-family residences. The applicant is also proposing an increase in the land designated for park acreage (0.6 acres).

As a broader issue, there are two un-addressed issues with this project application. As a result, staff has requested that this item be placed as a hearing item. The issues are discussed in this report and may received testimony at the public hearing. They are as follows: 1) **The relocation of the school site;** and 2) **Staff's concerns with several of the proposed residences backing onto the public streets.** A Westborough resident opposes the relocation of the school and has submitted a letter (Attachment 4) explaining his concerns. This issue is discussed in the Public/Neighborhood/Business Association Comments section

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of this report (page 17). The second issue is discussed in the PUD Special Permit – project evaluation section (pages 14-15).

**RECOMMENDATION: Staff recommends approval of the project, subject to conditions.**

This recommendation is based upon the proposal's consistency with policies related to land use; housing mixture; promotion of transit services; and compliance with the open space proximity standards. Staff also recommends approval of the project in that: 1) additional medium density units are proposed, which helps add to the diversity of housing types in the project area; and 2) the medium density residential units are located in close proximity to future commercial and a park site.

**PROJECT INFORMATION:**

General Plan Designation:	Public/Quasi-Public-Miscellaneous (PQPM)
Community Plan Designation:	General Public Facilities (GPF)
Existing Land Use of Site:	Vacant
Existing Zoning of Site:	Standard Single-Family Planned Unit Development (R-1-PUD) zone

**Surrounding Land Use and Zoning:**

North: Single-Family Residential; Standard Single-Family Planned Unit Development (R-1-PUD) zone

South: School and Vacant; Agriculture-Open Space Planned Unit Development (A-OS-PUD) zone

East: Park; Agriculture-Open Space Planned Unit Development (A-OS-PUD) zone

West: Single-Family Residential; Single-Family Alternative Planned Unit Development (R-1A-PUD) zone

Setbacks:	Required	Provided
Front of Building:	5'	10'
Rear Yards:	10'	10'
Garage Setbacks:	5'	20'
Interior Side Yard:	4'	4'
Street Side Yard:	12.5'	12.5'

Property Dimensions:	Irregular'
Property Area:	11.2± gross acres
	7.3± net acres
Density of Development:	13.8± dwelling units per net acre
Square Footage of Building:	1,560 to 1,783 square feet
Height of Building:	23'-3" to 25'-4" feet, 2 stories
Exterior Building Materials:	Stucco with Wood or Metal Accents
Roof Material:	Concrete Roof Tile
Topography:	Flat

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Street Improvements:	Existing and To Be Constructed
Utilities:	Existing and To Be Constructed

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
Transportation Management Plan	Public Works, Transportation Division
Final Map	Public Works, Development Services
Driveway Permit	Public Works, Development Services
Building Permit	Building Division

### BACKGROUND INFORMATION:

The Westborough Planned Unit Development (PUD) was originally approved by City Council on October 26, 1999 (P98-112). Minor adjustments to the PUD Schematic Plan, North Natomas Community Plan, General Plan, and zoning, together with a Post Subdivision Modification, were subsequently approved by City Council on May 2, 2000 (P00-001); however, the adjustments and modifications in this subsequent approval did not appreciably affect the portion of the Westborough PUD included within the current application.

On May 3, 2001, the City Council approved General Plan Amendments, Community Plan Amendments, and Rezones (P00-036) of a portion of the Westborough Planned Unit Development (PUD). Also approved were amendments to the PUD Schematic Plan and PUD Development Guidelines. On March 22, 2001, the Planning Commission approved the following entitlements: a Tentative Subdivision Map to create 114 single-family residential cluster housing type lots and 111 single-family residential lots, five (5) non-residential lots, and five (5) landscape/open space lots; Subdivision Modifications to eliminate sidewalks and planters along one side of Bayou Road and to allow non-standard street sections; and a Lot Line Adjustment and Lot Merger of eleven (11) parcels into nine (9) parcels. The Planning Commission denied a Special Permit to gate Village 7 of that proposal. The Planning Commission also recommended approval of the above mentioned entitlements. These amendments resulted in minor amendments to land use and zoning designations, allowed front-on lots on Westlake Parkway, reduced and relocated an institutional lot, removed 2 acres of parks acreage, made minor boundary line amendments, and the subdivided 34.7± gross acres for single-family residential development. These entitlements resulted in the approval of modified PUD Development Guidelines to allow a similar residential development.

STAFF EVALUATION: Staff has the following comments:

#### A. Policy Considerations

##### **General Plan**

The General Plan designates the subject site as Low Density Residential (4-15 du/na). The property consists of 11.2± acres and is currently designated as indicated in Table 1 below.

The applicant is proposing to re-designate the site as shown in Table 1 and in Exhibit 1B, in order for the designations to be consistent with the current proposal.

**Table 1**  
Existing and Proposed General Plan Designations

<b>Designation</b>	<b>Current</b>	<b>Proposed</b>	<b>Difference</b>
Low Density Residential	0.0 acres	10.6 acres	+10.6 acres
Parks/Recreation/Open Space	0.0 acres	0.6 acres	+0.6 acres
Public/Quasi-Public-Miscellaneous	11.2 acres	0.0 acres	-11.2 acres
Total	11.2 acres	11.2 acres	N/A

The proposed General Plan Amendment is an initial step for the continue refinement of development in the Westborough PUD. Staff believes that this proposal is consistent with the goals and policies of the General Plan's Housing Element, in that it will improve the quality of the residential neighborhood by protecting, preserving, and enhancing its character by providing a well designed multi-family development and providing adequate landscape buffers. The proposal will also promote orderly residential growth in an area where urban services are readily available or can be provided in an efficient manner and provide a mix of affordable housing units.

### North Natomas Community Plan

The North Natomas Community Plan (NNCP) designates the subject site as General Public Facilities. The applicant is proposing to remove the General Public Facilities designation and replace it with Medium Density Residential and Parks/Open Space designations. The property consists of 11.2± acres and is currently designated as indicated in Table 2 below. The applicant is proposing to re-designate the site as shown in Table 2 and in Exhibit 1C, in order for the designations to be consistent with the current proposal.

**Table 2**  
Existing and Proposed Community Plan Designations

<b>Designation</b>	<b>Current</b>	<b>Proposed</b>	<b>Difference</b>
Medium Density Residential	0.0 acres	10.0 acres	+10.0 acres
Parks/Open Space	0.0 acres	0.5 acres	+0.5 acres
General Public Facilities	10.5 acres	0.0 acres	-10.5 acres
Major Streets	0.7 acres	0.7 acres	0.0 acres
Total	11.2 acres	11.2 acres	N/A

The applicant is proposing an average density of 13.8± dwelling units per net acre (du/na) on the Medium Density Residential, which is consistent with the Community Plan designation (which has an allowable range of 7-21 du/na and a target average of 12 du/na). The proposal is also consistent with the following goals and policies of the NNCP:

- Medium Density Residential (MD): Target average density is 12 units per net acre and allowable density range is 7 to 21 units per net acre. Single-family petite lot detached, single family attached, townhouse, and condominium units are included in this designation. (p. 6)
- Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, and serve the wide array of residents, and avoid monotony. (p. 13)
- At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf courses, lakes, and other open space opportunities. (p. 13)
- The formation of neighborhood associations should be encouraged to resolve common problems and undertake neighborhood projects based on utilization of available neighborhood resources. (p. 13)
- Each dwelling unit should have convenient access to a commercial center. Convenient access should be provided along a local connection, such as a local street or ped/bike path, or residential collector, rather than an arterial street. (p. 13)
- At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf courses, lakes, and other open space opportunities. (p. 13)
- **Balance of Residential Densities in Each Neighborhood:** Each neighborhood shall strive for a balance of residential densities...The medium density residential can be used as a "linchpin" to help balance the neighborhood. For example, in a neighborhood with primarily low density, the medium density should be designed to reflect a higher density type, i.e. more rental opportunities, smaller lots, etc. (p. 14)
- **Variety of Housing Types:** Because residents vary in their household size, the number of vehicles they own, the number of generations in their home, their willingness to maintain a yard, their tolerance of living near their neighbors, their ability to afford a large or small home, their preference to own or rent a home, their desire for shared recreational facilities and equipment, and their need for privacy, a variety of housing types are needed. Residential developers thrive on economies of scale and would prefer to build a minimum number of housing types. A balance is needed that would provide sufficient housing types so that each resident can be happy living in the community but not too many that the developer cannot provide an affordable product. (p. 14)
- **Affordable Housing:** To provide a wide range of affordability, including ownership opportunities for low and moderate income residents, each development shall comply with the North Natomas Housing Trust Fund Ordinance. Developments in North Natomas must also comply with the Inclusionary Housing and Fair Share Policies of the City of Sacramento. (p. 16)
- Connect, don't isolate, neighborhoods and activity centers with a well-designed circulation system (p. 38)
- **Residential Development:** All new residential developments must reduce reactive organic gas emissions by a minimum of 20 percent compared to the single occupant vehicle baseline. (p. 48)
- Every resident and worker shall have convenient access to active and passive recreational opportunities. (p. 56)

- Parks and Open Space Access Standard: Eighty percent of the residential units shall be located within 880 feet of some form of public or private open space element. The 880 foot access standard is calculated based on actual walking routes rather than radius. An open space element includes a public or private park, linear parkway, agricultural buffer area, drainage corridor, and other open space opportunity available to the residents. (p. 56)

It should be noted that there is a loss of 10.5± acres of General Public Facilities designated land. This site was originally intended to provide a school in the Westborough community. Due to changes in the location criteria for school sites, the Natomas Unified School District is no longer able to locate a school at this location. The school is currently reviewing a new location to the northwest of this project site (within the county). As a result, the applicant is requesting the necessary entitlements to develop this site with medium density detached single-family residences.

Staff believes the project meets the goals and policies of the North Natomas Community Plan (NNCP), as discussed previously. The proposed Community Plan Amendment is an initial step for the continue refinement of development in the Westborough PUD. Opportunities exist for the project to provide good pedestrian, bicycle, and transit linkages.

### **Habitat Conservation Plan (HCP)**

The Community Plan requires development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, a Natomas Basin HCP was approved by the City of Sacramento, U. S. Fish & Wildlife Service (USFWS), and California Department of Fish & Game (CDFG). The Natomas Basin HCP is a conservation plan supporting application for a federal permit under Section 10(a)(1)(B) of the Endangered Species Act and a state Permit under Section 2081 of the California Fish and Game Code, i.e., an Incidental Take Permit (ITP). The purpose of the Natomas Basin HCP is to promote biological conservation along with economic development and continuation of agriculture within the basin. The HCP and ITP were subsequently challenged, and on August 15, 2000, the federal court ruled that the ITP should not have been issued, and an EIS was required for the project. Based on the federal court ruling, the ITP was invalidated.

Based on this ruling, the City of Sacramento, Sutter County, Reclamation District No. 1000 (RD 1000), and Natomas Central Mutual Water Co. are now jointly managing the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on behalf of the USFWS. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento, Sutter County and RD1000 are co-lead agencies for the preparation of the EIR. The City of Sacramento and Sutter County will seek adoption of a revised NBHCP and the issuance of a new ITP by USFWS and CDFG for development within the Natomas Basin.

On May 15, 2001, the same court granted a motion modifying the Order of August 15, 2000, to allow incidental take protection for limited development within the City with the provision of

mitigation land in specific areas of the Natomas Basin. The new order was based upon a settlement agreement entered into by all parties to the litigation.

The Settlement Agreement allows a maximum of 1,668 acres of development in North and South Natomas. Under the agreement the City can issue grading permits for up to 1,068 acres (phase 1) with these requirements in place: 1) HCP mitigation fees have been paid; 2) A biological pre-construction survey has been completed; and 3) grading must be accomplished during the grading season of May 1 to Sept 30th; 4) the developer must comply with all applicable mitigation measures; and, 5) the developer must sign a Grading Agreement that identifies requirements of the Settlement Agreement to which the project must comply. After grading permits have been issued for up to 1,068, the remaining 600 acres (phase 2) require: 1) ½ acre of mitigation land shall have been acquired for each acre authorized for disturbance under Phase 2, 2) City will replace the 200 acre "cushion"; and 3) development under the settlement agreement shall not exceed 1,360 acres until at least 250 acres of mitigation land have been acquired within Zone 1. The fees for this site were paid in 1999 and the site was graded, prior to the Settlement Agreement.

### **Smart Growth Planning Principles**

"Smart Growth" is a term coined by the United States Environmental Protection Agency (USEPA) as an umbrella term for the many initiatives intended to address some of the negative consequences of urban sprawl. Smart Growth generally occurs when development patterns are sustainable and balanced in terms of economic objective, social goals, and use of environmental/natural resources. The following Smart Growth principles apply to the proposed project:

- Higher-density, cluster development.
- Multi-modal transportation and land use patterns that support walking, cycling and public transit.
- Streets designed to accommodate a variety of activities. Traffic calming.
- Planned and coordinated projects between jurisdictions and stakeholders.

The proposed project has been designed to incorporate many of the Smart Growth Principles listed above.

### **Mixed Income Housing Ordinance**

The City of Sacramento adopted a Mixed Income Housing Ordinance, which addresses the need for projects to provide a percentage of single-family and multi-family residential units for the benefit of low and very low-income levels. On October 3, 2000, the City Council adopted Ordinance No. 2000-039 adopting those requirements. Under the adopted ordinance, several exemptions exist whereby projects are not required to meet the percentage of low and very low dwelling unit requirements. Specifically, any project in North Natomas having a Development Agreement in place on or before June 20, 2000, and which does not request additional major legislative entitlements is exempt.

The proposed project is exempt from the Mixed Income Housing Ordinance because it is subject to an existing Development Agreement and the requested entitlements are considered "minor legislative entitlements" as defined in the Sacramento City Code, Section 17.190 et. seq. "Minor legislative entitlements" refer to legislative entitlements or amendments to legislative entitlements, which satisfy one or more of the following:

1. Entitlements that do not result in any of the following criteria as defined by the North Natomas community plan target average densities: a net loss of residential acreage; a net loss of acreage of land designated for high density residential (HDR) or medium density residential (MDR) development, unless the HDR total residential units replace the loss of MDR residential units; or a net loss of total residential units;
2. Entitlements that are the result of, and required by, amendments to public facilities or roadways designated in the North Natomas community plan; provided further that the entitlements are limited to addressing the amendments required by the city or other public agency; or
3. Entitlements that are limited to amendments to a previously approved PUD schematic plan, tentative map, or PUD development guidelines, provided that the amendments do not result in a loss of more than five (5) percent between the density of the proposed project and the density of the previously approved project.

This site is considered an exempt residential project in that it has a development agreement executed on or before June 20, 2000. Particularly, the proposed project is considered exempt because the entitlements are considered "Minor Legislative Entitlements" pursuant to SMC 17.190.020, particularly criteria 1 in that there is no net loss of residential acreage.

#### B. Rezone

The property consists of 11.2± acres and is currently zoned Standard Single-Family Planned Unit Development (R-1-PUD). The applicant is proposing to rezone the site as shown in Table 3 below and Exhibit 1D:

**Table 3**  
Existing and Proposed Zoning Designations

<b>Designation</b>	<b>Current</b>	<b>Proposed</b>	<b>Difference</b>
Standard Single Family Planned Unit Development (R-1-PUD)	11.2 acres	0.0 acres	-11.2 acres
Single Family Alternative Planned Unit Development (R-1A-PUD)	0.0 acres	10.6 acres	+10.6 acres
Agriculture-Open Space Planned Unit Development (A-OS-PUD)	0.0 acres	0.6 acres	+0.6 acres
<b>Total</b>	<b>11.2 acres</b>	<b>11.2 acres</b>	<b>N/A</b>



The rezone request (Exhibit 1D) is consistent with the General Plan and North Natomas Community Plan Amendments, as currently proposed by the applicant. Planning staff supports the rezone request.

C. PUD Schematic Plan Amendment

The project site is a portion of the Westborough Planned Unit Development (PUD). The applicant is requesting to amend the Westborough PUD Schematic Plan to depict cluster lots and additional parks land on 11.2± acres. The requested amendments to the Westborough PUD Schematic Plan are shown in Exhibit 1E. The amendment is necessary to make the PUD Schematic Plan consistent with the proposed General Plan Amendment, Community Plan Amendment, and Rezone, therefore staff supports the proposed PUD Schematic Plan Amendment.

D. Tentative Map Design

**Map Design**

The applicant is proposing a Tentative Subdivision Map (Exhibit 1G) to subdivide two (2) parcels into approximately one hundred and nineteen (119) parcels: one hundred and one (101) cluster lots, fifteen (15) private drives for the cluster lots, two (2) park lots, and one (1) landscape corridor lot, for a total of 11.2± acres. The proposed cluster lots have a density of 13.8± dwelling units per net acre (du/na).

**Traffic and Transit**

Circulation: The project site would be served by several facilities currently existing and proposed. A description of these is provided below:

*Interstate 5* is a six-lane freeway providing north-south access throughout the Sacramento area.

*Del Paso Road* is a four to six-lane arterial providing east-west access to and from the North Natomas area and the county. Currently Del Paso Road extends from the Power Line Road (county) to the west to Northgate Boulevard (county) to the east, where it then turns into Main Avenue.

*El Centro Road* is a 2-lane arterial providing north-south access to and from North Natomas area and the county. Currently El Centro Road is extends from West El Camino Avenue to the south to just past Del Paso Road to the north, where it then turns into Bayou Road.

*Westlake Parkway* is currently a 2-lane road providing north-east-west access to the northeastern portion of the project site. Westlake Parkway extends from Snelling Lane to the northwest and extends to Callison Drive to the northeast, where it then turns into Gresham Lane.

*Wyndview Drive* is currently a 2-lane road that provides connection "A" Circle to the east. *Wyndview Drive* extends from *Del Paso Road* to the south and connects with *Westlake Parkway* to the north.

"A" Circle is proposed as a 2-lane road that will provide east-west access throughout the project site. "A" Circle will extend from *Wyndview Drive* to the west and loops around and reconnect to *Wyndview Drive* to the west.

*Lots "D" through "R"* are proposed as private courts that will provide access to the cluster lots that do not front on the public roadways.

Pedestrian Circulation: Pedestrian connections are provided through out the site. There are public sidewalks along the public streets and pedestrian connection will be provided on the park site adjacent to the eastern side of the project site.

Transportation Management/Air Quality Plans (TMAQP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance. The applicant will be required to have a TSM and Air Quality Plan approved.

Staff recommends the Planning Commission approve the Tentative Subdivision Map for *Westlake Parcel 31*, in that the map is consistent with the 1994 North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance.

#### E. Subdivision Modification

The applicant is requesting a subdivision modification to allow for modification of street standards, to allow for non-standard street elbows, and to reduce the P.U.E. to 10' adjacent to the public street. Because of the size of this village and the space necessary for the cluster lots, the applicant was not able to provide the standard subdivision standards. Public Works has reviewed the requested modifications and has found these modifications acceptable, subject to the conditions contained in this staff report.

#### F. PUD Special Permit

The applicant is proposing three (3) house plans to be constructed on the proposed 101 lots in the proposed Single Family Alternative (R-1A) Planned Unit Development (PUD) zone. The house plans range in size from 1,560 square feet to 1,783 square feet and range from two to four bedrooms (see Exhibits 1K through 1M).

### **Project Information**

The applicant is proposing three house plans with three elevations for Plans 1 and 2 and two elevations for Plan 3 (see Exhibits 1K through 1M). Table 4 below shows the square footages for the three proposed house plans.

**Table 4**  
Square Footage of House Plans

House Plan	Square Footage
Plan 1	1,560
Plan 2	1,680
Plan 3	1,783

Height of Buildings: Two stories, up to 25'-4"  
Exterior Building Materials: Stucco with stone veneer and/or wood  
Roof Materials: Concrete Tile

### Setbacks

Due to the reduced size of the cluster lots, the alternative ownership housing type setback standards of the Westborough PUD Guidelines apply to this development. Where the alternative ownership housing type setback standards are silent, the non-conventional shape lots setback requirements shall apply. The setback requirements shall be as follows:

Front of Building: Units will have a minimum setback from the public street, private drive or courtyard of 5'-0". The front of the building includes living area and front porches.

Rear Yards: Units will have a minimum rear yard setback of 10'-0", or zero for detached garages, subject to Building Code.

Garage Setbacks: The garage setback may be reduced to 5'-0" if adequate off-street parking is provided in other locations on the site.

Side Yard: 4'-0" on each side, subject to Building Code, with the exception of zero-lot line conditions, which shall be 5'-0" and 0". Garages and/or accessory dwelling units which are either detached and/or are recessed a minimum of 50' from the street may have a 0'-0" side yard setback. Architectural pop-outs such as bay windows, fireplaces and entertainment centers may encroach into the side yard setback by 2'-0". Street side setbacks are a minimum of 12'-6".

The applicant has confirmed that the proposal house plans will meet the above setback requirements.

### Lot Coverage

The Westborough PUD has the following lot coverage requirements:

The lot coverage shall not exceed 45 percent for single story homes and 40 percent for two story homes, given the following allowances/incentives:

- Covered porches in the front or street side do not count toward the maximum lot coverage.
- Attached or detached garages that are recessed a minimum of four feet from the living area of the home (not the porch) count 50 percent toward the maximum lot coverage.
- At the homeowner's discretion, an additional 100 square feet of accessory structure(s) may be built on the lot.
- A maximum of 50 percent of the lots within a village may exceed 40 percent lot coverage.
- A maximum of 10 percent of the lots within a village may have a lot coverage for single story homes not exceeding 48 percent with the applicable allowances for covered porch, recessed garage, and accessory structures.
- No more than 2 homes exceeding the lot coverage shall be located in a row along the street.

The applicant has confirmed that the proposal house plans will meet the above lot coverage requirements.

### Project Evaluation

Staff has evaluated the proposed house plans against the Single Family Residential Design Guidelines, and has provided Table 5 below, with our evaluation and comments:

**Table 5**  
Project Evaluation Table of House Plans

House Plan	Level of Compliance	Comments
Plan 1	Mitigated	The garage is even with the living space
Plan 2	Compliant	The garage is recessed behind living space
Plan 3	Compliant	The garage is recessed behind living space

Staff is concerned about the house plans on lots 2, 3, 61, and 101 will be backing onto the public streets. Staff believes the applicant has an opportunity to either front or side the proposed residences, instead of providing fences on the public street. The residences on the opposite side of Wyndview Drive currently side onto the public street and lots 1, 59, and 60 of the current proposal will also side and front onto the public streets. Staff believes this proposal has the opportunity to provide active living space onto the public streets and that the applicant should take advantage of this opportunity and has conditioned the proposal as such. The applicant had the following response to staff's request:

"When we laid out the subdivision, we did consider fronting the homes adjacent to Wyndview on to Wyndview. We ultimately decided that this was not the best configuration for the following reasons:

- 1.) Design Compatibility - The homes on the lots in the subdivision across Wyndview are positioned with their side yards along Wyndview. These side yards are separated from Wyndview by a masonry wall, landscaping, a separate sidewalk, and landscape planter along the street. Wyndview is one of two principle access points into the Westlake community. In designing our land plan, we felt that it was very important from a design perspective to match this entry treatment. Our land and landscape plan creates a mirror treatment to that across the street to create that sense of entryway. Although this design is more expensive to construct, we believe that is a more attractive solution and creates a rich landscape gateway into the community. Placing driveways with direct access to Wyndview would reduce the amount of landscaping that could be installed and would create a completely different appearance than that which presently exists.
- 2.) Traffic - In talking with the neighbors, there is a concern with the amount of traffic on Wyndview. The general reaction we have gotten from the neighbors is that they like the fact that we are limiting direct access to Wyndview to the two public street connections we are proposing. I am concerned that placing driveways directly on to Wyndview would create the impression and the possibility that there would be more congestion on Wyndview because of our project.

In summary, I believe that our configuration would create a more attractive streetscape, an enhanced gateway into the Westlake development, and minimize potential traffic conflicts."

Staff believes that fronting the three house plans and siding one house plan on Wyndview Drive will provide consistency with the houses along Wyndview Drive. The houses directly west of the proposal currently side onto Wyndview Drive. With the current proposal these four houses will all back onto Wyndview Drive, creating extended areas of fencing and/or walls along Wyndview Drive. Also, the houses directly north of this proposal currently front on Wyndview Drive, so if these four house plans were to front and/or side onto Wyndview Drive, they would provide a consistent view along Wyndview Drive.

Regarding traffic concerns, providing driveways onto Wyndview Drive would actually result in helping to decrease the speed of traffic along Wyndview Drive. Also, fronting the homes on Wyndview Drive will not result in an increase in the number of units proposed for this project site, which would not result in additional congestion above what is currently proposed. Therefore, staff has conditioned the proposal to front on side lots 2, 3, 61, and 101 onto the public streets.

Overall, staff finds that the proposed house plans, as conditioned, comply with all applicable General Plan, Community Plan, Westborough PUD Guidelines, and they are generally consistent with the Single Family Residential Design Guidelines.

#### PROJECT REVIEW PROCESS:

##### A. Environmental Determination

On October 26, 1999, the City Council ratified a Negative Declaration for the originally proposed project (P98-112). Potentially significant environmental issues regarding water, plant and animal life, noise, transportation and circulation, human health, and cultural resources discussed and mitigation in this document. The proposed project is a resubmittal of a portion of the original project that was previously analyzed and mitigated. However, new information related to air, and plant and animal life is now available. Therefore, the original Negative Declaration has been updated by means of an Addendum to address the new information. No other new issues or information is known that would trigger additional environmental analysis. Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act Public Resources Code provides that an addendum to a previously prepared Negative Declaration shall be prepared if only minor technical changes or additions are necessary. A Mitigation Monitoring Plan has also been prepared for the mitigation measures that were identified in the previous Negative Declaration.

##### B. Public/Neighborhood/Business Association Comments

The proposal was routed to the following neighborhood associations: Natomas Community Association (NCA); Natomas Journal; North Natomas Alliance (NNA); North Natomas Community Association (NNCA); North Natomas Study Group (NNSG); River Oaks Community Association (ROCA); Sundance Lake Homeowners Association (SLHOA); WalkSacramento; West Natomas Community Association (WNCA); Westside Community Association (WCA); Witter Ranch; JoAnne Whitsett; and Parks Citizen Advisory Committee (PCAC).

The North Natomas Alliance (NNA) had the following comments:

1. We strongly oppose this proposal as it contradicts the community plan goal for each neighborhood to have local schools within walking distance. By changing the location to residential and eliminating the school location Westlake no longer has a local school location, aside from the middle school. Where will their elementary school be located if this change is allowed? This change will mean that elementary students in Westlake will all have to be bussed to their school.
2. The change to residential will also increase the number of students in Westlake, yet there will be no school to serve them.

The Natomas Unified School District is current looking into relocating the school site to the northwest of this project site (within the county limits). This potential school site will still be within walking distance of the Westborough Community.

On September 29<sup>th</sup> and 30<sup>th</sup>, the applicant held neighborhood gatherings for the residents of the Westlake community (Westborough). Approximately seventy residents attended the gatherings, with a range of questions and concerns. Representatives of the applicant, Natomas Unified School District, and City Planning staff were also in attendance.

On September 29, 2004, a letter was received by a concerned resident regarding the proposed located of the future school site (see Attachment 4). The letter lists several concerns the resident has for the new location of the school site in the West Lakeside area. Natomas Unified School District is currently considering a location northwest of the project site for the proposed school (that location is not within the City limits).

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. The following summarizes the comments received:

1. **Building:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
2. **County Sanitation District 1 (CSD-1):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
3. **Development Engineering and Finance Division:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
4. **Fire:** Comments provided have been incorporated as conditions of approval and/or advisory notes.
5. **General Services – Solid Waste Division:** Solid Waste Division staff has reviewed the Application and Project Questionnaire for the above project (P04-151). Staff is available to assist the developer in developing an efficient and environmentally sound integrated waste management plan. Please see our comments compiled below:

**Form A (Page 7 of 8):**

Solid Waste staff has no objections to the proposed project. Single-family homes comply with Title 17 Chapter 17.72 – Recycling and Solid Waste Disposal Regulations by participating in the City of Sacramento's residential trash, recycling, and garden refuse collection programs. Staff recommends that all streets meet City standards so that Solid Waste Division services are not

impacted and residents are not inconvenienced. The developer should note that all new developments will be targeted for containerized garden refuse collection. This necessitates adequate room for three containers on each residential property.

Staff recommends that this project be conditioned to divert demolition and construction waste. The project proponent should plan to target cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall for recovery. The method of recovery, waste hauler providing the service, and the disposal/recycling facility should be provided to the Solid Waste Division to document diversion.

6. **Parks Planning, Design, and Development Division (PPDD):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
7. **Sacramento Metropolitan Air Quality Management District (SMAQMD):** Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

As you know, the District has recently published new guidelines on air quality assessment entitled "Guide to Air Quality Assessment in Sacramento County." That guidance replaces our 1994 "Air Quality Thresholds of Significance" document and can be found on our website [www.airquality.org](http://www.airquality.org) under Plans & Rules/ CEQA & mitigation. Table 4.2 (pg. 4-3) in that new document gives a framework to judge whether air quality impacts of projects of various sizes may exceed District thresholds of significance. Under the new guidance, which uses the latest analysis tools, construction related air quality impacts trigger the thresholds of significance with smaller thresholds than before.

Because of the size of this project, we believe it will generate short term (construction) but not long-term (operations) air quality impacts, which may be in excess of the established threshold. An air quality analysis should be done in conjunction with the environmental document in order to determine if those impacts are significant. Relative to the construction impacts, if those impacts are significant, we recommend our standard construction mitigation measures. A copy of those measures can also be found on our website in the same place as listed above.

The project will be subject to District Rule 403 which has to do with fugitive dust. That rule can be found on our website.

Finally, we have an interest in making sure bicycle and pedestrian connectivity to commercial, other residential projects and to bike amenities is maximized.

If you have any questions, please contact me (Art Smith) at 874-4887 or [asmith@airquality.org](mailto:asmith@airquality.org).



8. **Sacramento Municipal Utility District (SMUD):** Comments provided have been incorporated as conditions of approval and/or advisory notes.
9. **State of California – Department of Transportation (CalTrans):** Thank you for the opportunity to review and comment on Westlake Parcel 31 project. Our comments are as follows:
  - This 106 residential lot subdivision project, located west of the Interstate 5 (I-5)/Del Paso Road Interchange, may generate approximately 84 AM and 113 PM peak hour trips. As this parcel was originally stated to be a public park and school, this new use warrants a Traffic Impact Study (TIS). Traffic generated from the proposed project will contribute to cumulative impacts at this interchange on Interstate 5. The complete Caltrans TIS guidelines are at the following website:  
  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>.
  - The TIS should incorporate the following scenarios:  
  
Existing conditions without the project  
Existing conditions plus the project  
Cumulative conditions (without the project)  
Cumulative conditions (with project build-out)
  - Potential traffic impacts to the mainline of Interstate 5 and the aforementioned interchange should be analyzed. The traffic analysis should provide a Level of Service (LOS) analysis for the freeway ramps and ramp terminal intersections. Please note that ramp meters are planned for the two onramps at the I-5/Del Paso Road Interchange. A merge/diverge analysis should be performed for the freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedure contained in the Year 2000 Highway Capacity Manual should also be used as a guide for the traffic study.
  - Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be significant impacts:
    - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
    - Vehicle queues at intersections that exceed existing lane storage.
    - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.

- Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS E for freeway and LOS D for intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.)
- Interchange improvements (ie. Auxiliary lanes, ramp terminal intersection modifications, ramp meter upgrades, ramp widening and signalization improvements) may be required as mitigation measures to maintain adequate traffic operations in the vicinity of this project.
- The analysis of future traffic impacts should be based on a 20 year planning horizon.
- Future transportation system improvements assumed for cumulative conditions should only include those improvements in the Sacramento Area Council of Government's 2002 Metropolitan Transportation Plan.

Please provide our office with a copy of the draft TIS for this project. If a TIS is not prepared, please provide an explanation of why it is not considered necessary. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

10. **Transportation – Engineering Services Division:** This project shall require street lighting. There is an existing street lighting system in this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction.
11. **Utilities:** Comments provided have been incorporated as conditions of approval and/or advisory notes.

D. Subdivision Review Committee Recommendation

On November 17, 2004, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Notice of Decision.

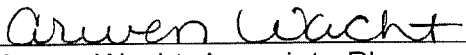
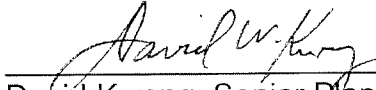
**PROJECT APPROVAL PROCESS:** Of the entitlements below, Planning Commission has the authority to approve or deny the (G) Tentative Map, (H) Subdivision Modification, and (I) PUD Special Permit. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action. Items (C) General Plan Amendment, (D) Community Plan Amendment, (E) Rezone, and (F) PUD Schematic Plan Amendment below, require City Council approval.

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

- A. Finds that a previous Environmental Document was prepared and ratified/certified;
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **General Plan Amendment** to re-designate 11.2± acres from Public/Quasi-Public-Miscellaneous (PQPM) to 0.6± acres of Parks/Recreation/Open Space and 10.6± acres of Low Density Residential (LDR);
- D. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **Community Plan Amendment** to re-designate 11.2± acres from General Public Facilities (GPF) to 0.6± acres of Parks/Open Space and 10.6± acres of Medium Density Residential (MDR);
- E. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **Rezone** 11.2± acres from Standard Single-Family Planned Unit Development (R-1-PUD) zone to 0.6± acres of Agriculture-Open Space Planned Unit Development and 10.6± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- F. Adopt the attached Notice of Decision and Findings of Fact recommending approval of the **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;
- G. Adopt the attached Notice of Decision and Findings of Fact approving the **Tentative Map** to subdivide two parcels totaling 11.2± acres into 119± lots in the proposed Agriculture-Open Space Planned Unit Development (A-OS-PUD) and Single-Family Alternative Planned Unit Development (R-1A-PUD) zones;
- H. Adopt the attached Notice of Decision and Findings of Fact approving the **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
- I. Adopt the attached Notice of Decision and Findings of Fact approving the **PUD Special Permit** to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.

Report Prepared By,

Report Reviewed By,

  
Arwen Wacht, Associate Planner  
David Kwong, Senior PlannerAttachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	General Plan Amendment Exhibit
Exhibit 1C	Community Plan Amendment Exhibit
Exhibit 1D	Rezone Exhibit
Exhibit 1E	PUD Schematic Plan Amendment Exhibit
Exhibit 1F	880' Walking Map Exhibit
Exhibit 1G	Tentative Subdivision Map Exhibit
Exhibit 1H	Site Plan
Exhibit 1I	Conceptual Landscape Plan
Exhibit 1J	Typical Cluster Exhibit
Exhibit 1K	Plan 1 - Floor Plans and Elevations
Exhibit 1L	Plan 2 - Floor Plans and Elevations
Exhibit 1M	Plan 3 - Floor Plans and Elevations
Exhibit 1N	Conceptual Street Scene
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Letter from Concerned Citizen dated September 29, 2004
Attachment 5	Addendum with previous Negative Declaration

*Amended by Staff and the Planning Commission on December 9, 2004*

**NOTICE OF DECISION AND FINDINGS OF FACT FOR  
WESTLAKE PARCEL 31, LOCATED AT THE NORTHEAST CORNER OF DEL PASO ROAD  
AND WYNDVIEW DRIVE IN SACRAMENTO, CALIFORNIA IN THE PROPOSED  
AGRICULTURE-OPEN SPACE PLANNED UNIT DEVELOPMENT (A-OS-PUD) AND  
SINGLE-FAMILY ALTERNATIVE PLANNED UNIT DEVELOPMENT (R-1A-PUD) ZONES.  
(P04-151)**

At the regular meeting of December 9, 2004, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Environmental Determination: Addendum to a Previously Adopted Negative Declaration;
- B. Approved the Mitigation Monitoring Plan;
- C. Recommended approval of the General Plan Amendment to re-designate 11.2± acres from Public/Quasi-Public-Miscellaneous (PQPM) to 0.6± acres of Parks/Recreation/Open Space and 10.6± acres of Low Density Residential (LDR);
- D. Recommended approval of the Community Plan Amendment to re-designate 11.2± acres from General Public Facilities (GPF) to 0.6± acres of Parks/Open Space and 10.6± acres of Medium Density Residential (MDR);
- E. Recommend approval of the Rezone 11.2± acres from Standard Single-Family Planned Unit Development (R-1-PUD) zone to 0.6± acres of Agriculture-Open Space Planned Unit Development and 10.6± acres of Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- F. Recommend approval of the 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;
- G. Approve the Tentative Map to subdivide two parcels totaling 11.2± acres into 119± lots in the proposed Agriculture-Open Space Planned Unit Development (A-OS-PUD) and Single-Family Alternative Planned Unit Development (R-1A-PUD) zones;
- H. Approve the 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

- I. **Approve the PUD Special Permit to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone.**

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

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#### **FINDINGS OF FACT**

- A. Prior Environmental Document Prepared: The City Planning Commission finds that a previous Negative Declaration was prepared and ratified by the Sacramento City Council on October 26, 1999 for the Westborough PUD (P98-112), and that pursuant to the CEQA Guidelines (Section 15162 and 15164)m for the reasons set forth below, and an Addendum to a previously ratified Negative Declaration is required:
  1. Only minor technical changes or additions are necessary or none of the conditions described in Section 15162 (below) calling for preparation of a subsequent Negative Declaration have occurred:
    - a. No substantial changes are proposed to the project, which will require major revisions of the previous Negative Declaration;
    - b. No substantial changes have occurred with respect to the circumstances under which the project was undertaken which will require major revisions of the previous Negative Declaration;
    - c. No new information of substantial importance has been found that shows any of the following:
      - (1) The project will have one or more significant effects not discussed in the previous Negative Declaration;
      - (2) Significant effects previously examined will be substantially more severe than shown in the previous Negative Declaration;
      - (3) Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
      - (4) Mitigation measures which are considerable different from those analyzed in the previous Negative Declaration would substantially reduce one or more significant effects on the environment.

- B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is approved based upon the following findings of fact:
1. One or more mitigation measures have been added to the above-identified project;
  2. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached as Exhibit 1A;
  3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.
  4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.
- G. Tentative Map: The **Tentative Map** to subdivide two parcels totaling 11.2± acres into **119±** lots in the proposed Agriculture-Open Space Planned Unit Development (A-OS-PUD) and Single-Family Alternative Planned Unit Development (R-1A-PUD) zones is **approved** based on the following findings of fact:
1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision;
  2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, and Chapter 16 of the City Code, which is a Specific Plan of the City. The proposed City General Plan Amendment designates the subject site for Low Density Residential (4-15 du/na) land use;
  3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision; and
  4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.
- H. Subdivision Modification: The **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 is **approved** based on the following findings of fact:
1. The property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are such special circumstances or

conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations;

2. The cost to the subdivider, of strict or literal compliance with the regulation, is not the sole reason for granting the modification;
3. The modification will not be detrimental to the public health, safety, or welfare or be injurious to other properties in the vicinity; and
4. Granting the modification is in accord with the intent and purposes of these regulations and is consistent with the General Plan and with all other applicable specific plans of the City.

- I. PUD Special Permit: The **PUD Special Permit** to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone is **approved** based on the following findings of fact:

1. The project, as conditioned, is based upon sound principles of land use, in that the site will be designated medium density residential and the proposal provides ownership housing while providing medium density.
2. The project, as conditioned, will not be detrimental to the public welfare nor result in the creation of a public nuisance in that the residential development is consistent with adopted PUD Guidelines and is consistent with the proposed PUD Schematic Plan for the Westborough PUD. The proposal will also comply with the required setbacks and height restrictions, and the lot coverage determined by the proposed special permit.
3. The project is consistent with the General Plan and North Natomas Community Plan in that:
  - a. The project complies with the land use designations;
  - b. The project complies with density and open space proximity requirements of the North Natomas Community Plan; and
  - c. The project continues to fulfill the North Natomas Community Plan of providing for a variety of housing densities and types with commercial, civic, transit, and park uses in close proximity.

#### CONDITIONS OF APPROVAL

- G. The **Tentative Map** to subdivide two parcels totaling 11.2± acres into 119± lots in the proposed Agriculture-Open Space Planned Unit Development (A-OS-PUD) and Single-Family Alternative Planned Unit Development (R-1A-PUD) zones (Exhibit 1G) is hereby approved subject to the following conditions of approval:



**NOTE:** These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P04-151). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied:

**GENERAL:** All Projects

- G1) In accordance with City Code Section 16.24.090(c)(1), approval of this map by the Planning Commission is contingent upon approval by the City Council of all required Plan Amendments (if any), Zoning changes, and the Development Agreement. The Final Map may not be recorded unless and until such time as the City Council approves such required Plan Amendments (if any), Zoning changes, and the Development Agreement.
- G2) The applicant shall participate in the North Natomas Financing Plan, adopted by Resolution No. 94-495 on August 9, 1994, and updated by Resolution No. 2002-373 on June 11, 2002, and shall execute any and all agreements, which may be required in order to implement this condition.
- G3) Comply with and meet all the requirements of the Development Agreement to the satisfaction of the City of Sacramento.
- G4) Comply with the North Natomas Development Guidelines and the PUD guidelines approved for this project (P04-151) to the satisfaction of the Planning Director and Development Engineering and Finance Division.
- G5) Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P04-151).
- G6) The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.
- G7) Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments, in accordance with the Development Agreement.
- G8) Show any existing and proposed/required easements on the Final Map and on the Improvement Plans.

G9) Private reciprocal ingress, egress, maneuvering and parking easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress, maneuvering, and parking easement shall be:

- a) Conveyed to Lots 2, 3, 4, 5, and 6 and reserved from Lot D.
- b) Conveyed to Lots 9, 10, 11, and 12 and reserved from Lot E.
- c) Conveyed to Lots 15, 16, 17, and 18 and reserved from Lot F.
- d) Conveyed to Lots 21, 22, 23, and 24 and reserved from Lot G.
- e) Conveyed to Lots 27, 28, 29, 32, 33, and 34 and reserved from Lot H.
- f) Conveyed to Lots 39, 40, 41, and 42 and reserved from Lot I.
- g) Conveyed to Lots 45, 46, 47, and 48 and reserved from Lot J.
- h) Conveyed to Lots 51, 52, 53, and 54 and reserved from Lot K.
- i) Conveyed to Lots 61, 62, 63, and 64 and reserved from Lot L.
- j) Conveyed to Lots 67, 68, 69, and 70 and reserved from Lot M.
- k) Conveyed to Lots 73, 74, 75, and 76 and reserved from Lot N.
- l) Conveyed to Lots 79, 80, 81, and 82 and reserved from Lot O.
- m) Conveyed to Lots 86, 87, 88, and 89 and reserved from Lot P.
- n) Conveyed to Lots 92, 93, 94, and 95 and reserved from Lot Q.
- o) Conveyed to Lots 98, 99, and 100 and reserved from Lot R.

at no cost, at the time of sale or other conveyance of any parcel.

G10) Title to any property required to be dedicated to the City in fee shall be conveyed free and clear of all rights, restrictions, easements, impediments, encumbrances, liens, taxes, assessments or other security interests of any kind (hereafter collectively referred to as "Encumbrances"), except as provided herein. The applicant shall take all actions necessary to remove any and all Encumbrances prior to approval of the Final Map and acceptance of the dedication by City, except that the applicant shall not be required to remove Encumbrances of record, including but not limited to easements or rights-of-way for public roads or

public utilities, which, in the sole and exclusive judgment of the City, cannot be removed and/or would not interfere with the City's future use of the property. The applicant shall provide title insurance with the City as the named beneficiary assuring the conveyance of such title to City.

- G11) Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering and Finance Division after consultation with the U.S. Postal Service.
- G12) Prior to submittal of improvement plans for any phase of this project, the developer's design consultant(s) shall participate in a pre-design conference with City staff. The purpose of this conference is to allow City staff and the design consultants to exchange information on project design requirements and to coordinate the improvement plan review process. Contact the Development Engineering and Finance Division, Plan Check Engineer at 808-7493 to schedule the conference. It is strongly recommended that the conference be held as early in the design process as possible.

**Development Engineering and Finance Division: Streets**

- G13) Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the city code and standards adopted in and for the North Natomas Community Plan. Improvements required shall be determined by the City, but at a minimum, streets shall include half-streets and at least one travel lane in each direction. Costs associated with offsite or overwidth improvements may be subject to reimbursement, per the development agreement. Standard subdivision improvements shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering & Finance Division;
- G14) Dedicate and construct A Circle to a standard 53-foot half-street.
- G15) Wyndview Drive between Del Paso Road and A Circle shall be posted no parking on both sides of the street to the satisfaction of Development Engineering and Finance.
- G16) Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Development Engineering and Finance Division and the Fire Department. Dead end streets must be less than 500' in length and must include a turn-around approved by the Development Engineering and Finance Division and Fire Department. Certain exceptions may be considered by the Development Engineering and Finance Division and the Fire Department on a case-by-case basis;

- G17) At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, bulb outs, chicanes, speed humps, etc. Said improvements will be determined by the Department of Transportation.
- G18) The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering and Finance Division.
- G19) Developer is required to install permanent street signs to the satisfaction of the Development Engineering and Finance Division.
- G20) The proposed parking area, Lot C, shall be designed and constructed to minimize potential impacts to traffic operating conditions on A Circle. This may include, but is not limited to, restricting parking to one-way angled parking. The ultimate layout and design of said parking area shall be subject to approval by the City Traffic Engineer and shall be to the satisfaction of the Development Engineering & Finance Division.
- G21) Pay a fair share contribution for the construction of Traffic Signals at the following intersections:
- a) Broadgate/Del Paso Road.
  - b) Wyndview Drive/Del Paso Road.
- Fair share contribution shall be equivalent to **6%** of the total cost of the signals, as determined by and to the satisfaction of the Development Engineering & Finance Division. Fair share contribution shall be satisfied prior to the issuance of any building permits. ***(Amended by Development Engineering & Finance staff on December 9, 2004)***
- G22) The applicant shall make provisions for bus stops, shelters, transit centers, etc. to the satisfaction of Regional Transit.
- G23) The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Development Engineering and Finance Division.

**DEVELOPMENT SERVICES:** Abandonment (Recorded on Map)

- G24) The applicant shall submit all necessary abandonment clearance letters and satisfy the conditions of approval of the abandonment (if any) to the satisfaction of the Development Engineering & Finance Division.

**PRIVATE/PUBLIC UTILITIES:**

- G25) Dedicate a standard 12.5-foot public utility easement (PUE) for underground facilities and appurtenances adjacent to all street right of ways except where buildings are located.
- G26) Dedicate Lots D through R the private drives and 5' adjacent thereto as public utility easements (PUE) for underground facilities and appurtenances.
- G27) Dedicate the southern 20-foot portion of Lot A, the Landscape Corridor, as a public utility easement (PUE) for overhead and underground facilities and appurtenances.
- G28) The owner/developer must disclose to future/potential owners the existing Double Circuit 69kV overhead electrical facilities adjacent to Del Paso Road.
- G29) Connection to the District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvements Standards apply to sewer construction.
- G30) Each lot or building shall have a separate connection to the CSD-1 sewer system.
- G31) In order to obtain sewer service, construction of a CSD-1 sewer infrastructure is expected to be required.
- G32) Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance.
- G33) CSD-1 will provide maintenance only in public right-of-ways and in minimum 20-foot wide easements dedicated to CSD-1 for the purpose of continuous access and maintenance. The Homeowners Association By-Laws of the subject project shall include a provision to repair and/or replace all non-asphalt and/or enhanced surface treatments of streets and driveways damaged by CSD-1 maintenance and repair operations.

- G34) CSD-1 requires their sewers to be located per City Standards. Prior to the recording of the Final Map, the applicant shall prepare a utility plan that will demonstrate that this condition is met.

#### **CITY UTILITIES:**

- G35) Prior to or concurrent with the submittal of improvement plans, a project specific drainage study as described in section 11.7 of the City Design and Procedures Manual shall be approved by the Department of Utilities (DOU). The 10-year and 100-year HGL's developed using the North Natomas Drainage Design & Procedures Manual, dated July 1998 and amendments thereto, shall be shown on the improvement plans. Drain inlets shall be a minimum of 6 inches above the 10-year HGL. Residential building pad elevations shall be approved by the DOU and shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the controlling overland release, whichever is higher. All drainage lines shall be placed within the asphalt section of public-right-of-ways as per the City's Design and Procedures Manual. The storm drain system shall be designed to conform to the master drainage plan for Basin 8A. The existing 18-inch drain stub at Cognac Circle (north) is sized for 2.7 acres, the existing 18-inch drain stub at Cognac Circle (south) is sized for 1.8 acres and the existing 30-inch drain stub at Clubside Lane is sized for 6.9 acres.
- G36) Prior to or concurrent with the submittal of improvement plans, a project specific water study shall be approved by the DOU.
- G37) The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be a least 30 pounds per square inch and (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch.
- G38) Two points of service for the water distribution system for this subdivision or any phase of this subdivision are required. All water lines shall be placed within the asphalt section of public right-of-ways as per the City's Design and Procedures Manual.
- G39) Construct water pipes and appurtenances, construct storm drain pipes and appurtenances, and construct sanitary sewer pipes and appurtenances in A Circle. Construct water, storm drain and sanitary sewer connections as necessary in Westlake Parkway and Wyndview Drive. Construct storm drain pipe in Lot H. The construction shall be to the satisfaction of the DOU and County Sanitation District 1 (CSD1).

- G40) Per Sacramento City Code, water meters shall be located at the point of service which is the back of curb for separated sidewalks or the back of walk for connected sidewalks.
- G41) Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel. Excess services shall be abandoned to the satisfaction of the Department of Utilities.
- G42) Public and private streets with City maintained water and storm drain systems shall have a minimum paved width of 25-feet from lip of gutter to lip of gutter.
- G43) Lot H shall be a private drive with a City maintained storm pipe and shall have a minimum paved width of 20-feet from lip of gutter to face of curb. The pavement shall be asphalt concrete (AC).
- G44) Dedicate to the City a storm drain easement in Lot H. The location and width of the easement shall be to the satisfaction of the Department of Utilities. Execute a hold harmless agreement with the City for subsurface and surface improvements placed within the easement. The agreement shall be to the satisfaction of the Department of Utilities and the City Attorney.
- G45) Surface and subsurface drainage facilities, sanitary sewer facilities and water facilities (excluding the City storm drain pipe in Lot H) located within the private driveways (Lots D through R) shall be private facilities maintained by the homeowner. Private easements shall be dedicated for these facilities.
- G46) Residential water taps shall be sized per the City's Building Department onsite plumbing requirements (water taps may need to be larger than 1-inch depending on the length of the house service, number of fixture units, etc.).
- G47) All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- G48) The proposed development is located within County Sanitation District 1 (CSD1). The applicant shall comply with all CDS1 requirements.
- G49) Per Sacramento City Code, section 16.28.100, no final map shall be certified (by the Director of Public Works) until the required improvements have been installed or agreed to be installed in accordance with Chapter 16.48 (Subdivision Improvements).
- G50) Paragraphs (A), (B), (C), (D), (F), (N) and (Q) of Section 16.48.110 of the City Code shall be required for this development. Off-site water, sanitary sewer and drainage main extensions may be required.

- G51) Street and gutter flow line elevations shall be designed so that runoff from the development overland releases to Basin 8A.
- G52) Dedicate all necessary easements, right-of-way, or fee title property on the final map as required to implement the approved drainage, water and sanitary sewer studies per each approving agency requirements. Drainage and water easements, right-of-way, or fee title property shall be to the satisfaction of the DOU.
- G53) A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. At a minimum, one foot off-site contours within 100' of the project boundary are required (per Plate 2, page 3-7 of the City Design and Procedures Manual). No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- G54) This project is greater than 1 acre, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from [www.swrcb.ca.gov/stormstr/construction.html](http://www.swrcb.ca.gov/stormstr/construction.html). The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- G55) All lots shall be graded so that drainage does not cross property lines or private drainage easements shall be granted.
- G56) The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- G57) Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is in an area that is served by a regional water quality control facility, only source control measures are required. Specific source controls are required for (1) commercial/industrial material storage, (2) commercial/industrial outdoor loading/unloading of materials, (3)



commercial/industrial vehicle and equipment fueling, (4) commercial/industrial vehicle and equipment maintenance, repair and washing, (5) commercial/industrial outdoor process equipment operations and maintenance and (6) commercial/industrial waste handling. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest edition of the "Guidance Manual for On Site Stormwater Quality Control Measures", for appropriate source control measures.

- G58) The applicant shall enter into and record an Agreement for Conveyance of Easements with the City, in a form acceptable to the City Attorney, requiring that each lot shall grant to the adjacent lot, as needed private reciprocal drainage, water, sewer and home maintenance easements at no cost at the time of sale or other conveyance of any lot. A note stating the following shall be placed on the Final Map: "The lots created by this map shall be developed in accordance with recorded agreement for conveyance of easements # (Book\_\_\_\_, Page\_\_\_\_)."
- G59) The applicant shall enter into and record a Hold Harmless Agreement, in a form acceptable to the City Attorney, for all lots within the subdivision regarding the placement of water meters within driveways, walkways, hardscape and concrete or asphalt concrete (AC) flat work.

**FIRE:**

- G60) All turning radii for fire access shall be designed as 35' inside and 55' outside.
- G61) Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.
- G62) A reciprocal ingress egress agreement shall be provided for review by City Attorney for all shared driveways being used for Fire Department access.

**PPDD: Parks**

- G63) The Applicant shall comply with City Code 16.64 (Parkland Dedication) and dedicate the park land identified as Lot B and Lot C on the Revised Tentative Parcel Map for Westlake Parcel 31, dated October 29, 2004. Additionally, the applicant will be granted Quimby credits for the value of the applicant's improvements to the parking lot on Lot C, as authorized by PPDD. In order to satisfy their full Quimby requirements, the applicant will also request the City have prepared, at the applicants expense, a fair market value appraisal of the property to be subdivided and pay the remaining required parkland dedication in lieu fees or, as an alternative to the appraisal process, pay the remaining required parkland dedication in lieu fees based on the Community Planning Area "fixed market value " per acre of land as adopted by Sacramento City Council.

- G64) Prior to the recordation of a Final Subdivision Map which creates a park parcel the applicant shall enter into an Agreement (Standard Public Improvement Agreement) for Construction of Public Improvements with the City stating that the developer shall construct all public improvements deemed necessary for the City's acceptance of the Park Site prior to the recordation of any Final Map adjacent to said park site. The Developer shall maintain (weed abatement) on said park site for two years after the acceptance by the City of the public improvements or until construction of said park site is complete (whichever is less). The two-year period shall begin following the issuance of a notice of completion by the City for the public improvements.
- G65) The applicant must provide proof they have initiated and completed the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annexed the project to an existing parks maintenance district prior to recording a Final (Parcel) Map. The applicant shall pay all city fees for formation of or annexation to special districts. The purpose of the district is to equitably spread the cost of neighborhood park maintenance on the basis of special benefit, in the case of an assessment district. In the case of a special tax district, the cost will be spread based upon the hearing report, which specifies the tax rate and method of apportionment. (Contact Development Services Department, Special Districts, Project Manager)
- G66) When parkland is dedicated the applicant must submit a site plan and electronic file showing the location of all utilities on site to the PPDD for review and approval.
- G67) As per City Code, the Applicant shall provide the following on a dedicated park site: Full street improvements including but not limited to curbs, gutters, accessible ramps, street paving, street lights, and sidewalks; and improved surface drainage through the site.
- G68) The Applicant shall install a six foot high masonry wall as approved by the City PPDD on property lines separating public park and designated open space areas from adjacent private uses. The masonry wall shall be split face block or similar material (to discourage graffiti) with decorative top cap and on-center pilasters, or as otherwise approved by PPDD.
- G69) The Applicant shall, at his expense and as per City Code, install a concrete walkway and vertical curb along all street frontages that open onto a park. The sidewalk shall be contiguous to the curb (attached) for neighborhood parks and separated from the curb (detached) for community and regional parks unless otherwise approved by PPDD. The applicant shall also install a 6-foot sidewalk adjacent to the east edge of Lot C (Proposed Parking Lot) within the existing park site (Westlake Community Park), as approved by PPDD.

G70) The Applicant shall provide a twelve inch (12") storm drain stub and six inch (6") sanitary sewer stub to the back of the sidewalk at the proposed park site (Lot B) at a location approved by PPDD for future service. Storm Drain and Sewer stubs are to be marked with a 3' high, white 4" x 4" post indicating stub or service location.

G71) The Applicant shall install water taps for irrigation, water taps for drinking fountains, and electrical and telephone service to the proposed park site, quantity, size and location as approved by PPDD.

Water taps and telephone and electrical services shall be marked with a 3' high, white 4" x 4" post indicating stub or service location.

G72) ~~The Applicant shall install a ten-foot (10') wide driveway into the park at a location approved by PPDD. The driveway is to provide future maintenance access to the park (Lot B).~~ **(Deleted by PPDD on December 9, 2004)**

G73) The Applicant shall rough grade a proposed park as required by City Code to provide positive drainage as approved by PPDD.

G74) The Applicant shall ensure all dedicated park acres are free and clear of any wetland mitigation and/or development restrictions. The Applicant shall be responsible for any required mitigation costs or measures associated with the park site.

G75) The Applicant must coordinate with PPDD to identify the appropriate location of any appurtenances to be placed within any portion of the PUE on the public park site prior to submitting improvement plans for the approval of the Department of Parks and Recreation.

G76) The applicant shall provide a disclosure to all future/potential home owners within their project as to the improvements proposed for the adjacent park site inclusive of but not limited to tennis courts, active sports fields and the potential for lighted sport activity areas. The park master plan (Westlake Community Park) can be obtained by contacting PPDD.

G77) Should the Applicant elect to construct a turnkey park, the Applicant shall notify the City in writing of the Applicant's intent to construct a turnkey park. If the Applicant elects to construct a turnkey park, the Applicant shall enter into a City standard park development agreement to construct first phase park improvements to the satisfaction of the City's PPDD. The Applicant may receive credit from the City for the construction of the park against this subdivision's required Park Impact Fee as approved by the City in the development agreement. First phase park construction shall be completed by the time that occupancy permits have been issued to 50% of the residential units served by the park, unless otherwise stipulated in the development agreement

The Applicant shall maintain all improvements to be accepted into the park maintenance financing district for a minimum of two years and until a minimum of 50% of the residential units to be served by the park have received occupancy permits –unless the City agrees to accept park maintenance into the District at an earlier date. The two-year maintenance period shall begin following the issuance by the City of a notice of completion for the improvements.

- G78) As per City Code, acreage within an existing or proposed drainage area, easement, public right-of-way, or areas with 10% and greater slopes shall not receive parkland dedication credit. Quimby parkland credit can be granted only to “buildable acres”.
- G79) Special consideration should be given during the design phase of a development project to address the benefits derived from the urban forest by installing, whenever possible, large shade trees and thereby increasing the shade canopy cover on residential lots and streets. Trees in the urban environment reduce air and noise pollution, furnish habitat for wildlife, provide energy- saving shade and cooling, enhance aesthetics and property values, and contribute to community image and quality of life.
- G80) The applicant shall improve Lot C with a parking lot, landscaping and lighting as approved by PPDD. Prior to the final map recordation, the developer shall submit to the City improvement and landscape plans for the improvements that will be built pursuant to City park standards. The design shall also include provision of accessible parking spaces (1) on each end of the parking lot as well as signage indicating the parking lot is designated for park users. The improvements shall be installed prior to the occupancy of the first production home.

#### MISCELLANEOUS:

- G81) City standard ornamental street lights (acorn style or alternate decorative style approved by the Planning and Electrical Divisions) shall be designed and constructed by the applicant in accordance with Electrical Division requirements.
- H. The **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 is hereby approved subject to the following conditions of approval:
  - H1) The applicant shall comply with the conditions of approval of the Tentative Subdivision Map (P04-151).
  - H2) Signing and striping of the non-standard elbows shall be to the satisfaction of the Department of Public Works.
- I. The **PUD Special Permit** to develop three house plans on 101± lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone is approved subject to the following conditions of approval:

- 11) Plans shall be consistent with the elevations shown on Exhibits 1K through 1M. The applicant shall provide a minimum of three elevations for each house plan. All three elevations shall be actively marketed and offered for sale with this subdivision.
- 12) All of the house plans submitted and approved with this Special Permit shall be actively marketed and offered for sale within the subdivision/villages covered by this approval.
- 13) Any change in the design, materials, or colors shall be submitted to the Planning Director for review and approval.
- 14) All building elevations submitted to the Planning and Building Department shall demonstrate compliance with roof pitch and enhancement requirements of the Westborough PUD Guidelines.
- 15) Two plot plans shall be provided for each parcel, consistent with the approved Final Map, shall be submitted to Building Division demonstrating compliance with setbacks and lot coverage.
- 16) Setbacks shall comply with the Westborough PUD Guidelines for single-family building standards (low and medium density) for alternative ownership housing type and non-conventional shape lots, as they apply.
- 17) The lot coverage shall not exceed 45 percent for single story homes and 40 percent for two story homes, given the following allowances/incentives:
  - Covered porches in the front or street side do not count toward the maximum lot coverage.
  - Attached or detached garages that are recessed a minimum of four feet from the living area of the home (not the porch) count 50 percent toward the maximum lot coverage.
  - At the homeowner's discretion, an additional 100 square feet of accessory structure(s) may be built on the lot.
  - A maximum of 50 percent of the lots within a village may exceed 40 percent lot coverage.
  - A maximum of 10 percent of the lots within a village may have a lot coverage for single story homes not exceeding 48 percent with the applicable allowances for covered porch, recessed garage, and accessory structures.
  - No more than 2 homes exceeding the lot coverage shall be located in a row along the street.
- 18) Enhanced side and rear elevations shall be required whenever either of those elevations faces a public street, school, park, canal, or other public space. This includes the street side elevation on all corner lots in the subdivision. Enhanced elevations shall include, at a minimum, "pop-outs" around windows and doors consisting of stucco over foam trim, finished with a texture that is different from the texture of the house, or other appropriate door and window trim features; and a four foot return of materials on the side or rear elevations, as appropriate. On enhanced

side and rear elevations, window treatments, rooflines, and materials shall match the front façade in appearance and quality. All enhanced elevation treatments shall be shown on the plans submitted for building permit.

- I9) None of the same house plans may be placed on more than two adjacent/consecutive lots **(except for Lots 57, 58, and 59)**, and shall be different elevations when adjacent. The applicant shall provide the Building Division with a map that indicates plan and elevation on adjacent lots. **Lots 57, 58, and 59 may have the same house plan on each lot, but are required to each have a different elevation and color palette. (Amended by Planning staff on December 9, 2004)**
- I10) On corner lots, the driveway shall be located away from the intersections of streets.
- I11) On corner lots, fencing shall start at or near the rear corner of the house.
- I12) Roofing shall be as shown on plans.
- I13) Prior to building permit issuance for lots with zero lot lines, the applicant shall enter into and record an Agreement for Conveyance of Easements with the City stating that a five (5) foot private access and maintenance easement shall be conveyed to and reserved for the lot adjacent to the zero lot line, at no cost, at the time of sale or other conveyance of either parcel.
- I14) The applicant shall provide and comply with the TSMAQ Plan for this residential development.
- I15) Install two 15-gallon trees per lot frontage, with the average spacing of 30' on center, as measured along the entire length of the street.
- I16) Front landscaping and irrigation shall be provided and consistent with the PUD Guidelines.
- I17) On corner lots, the builder shall provide special landscaping treatments by providing accent trees and shrubs along the side yard fence.
- I18) All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.
- I19) Walls and fences shall be consistent with the PUD Guidelines and shall conform to City standards for sight line requirements at the intersections and driveways.
- I20) Driveways shall comply with maximum paved area as permitted in the PUD Guidelines and Title 17 of the City Code.
- I21) Garages: Each house shall provide at least one garage space with minimum inside dimensions of 10 feet wide by 20 feet long, as required by Title 17 of the City Code.

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- 122) Prior to development of any model homes, the applicant shall obtain a Zoning Administrator's Model Home Complex Special Permit.
- 123) The applicant shall comply with the approved Mitigation Monitoring Plan (P04-151).
- 124) This approval is for 101 lots within the proposed Westlake Parcel 31(P04-151). Any increase in the number of lots or any modification to the location of the lots specified for these house plans shall be reviewed by the Planning Director and may require additional entitlements.
- 125) The applicant shall obtain all necessary building permits prior to the commencement of construction and building permits shall not be issued unless the Final Map has been approved.
- 126) Prior to the issuance of the 101<sup>st</sup> building permit for the project known as Westlake Parcel 31 (P04-151), or the first certificate of occupancy of final building permit for the project known as Westlake Parcel 31 (P04-151), whichever comes first, the applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project to an existing parks maintenance district. The purpose of the district is to equitably spread the cost of neighborhood parks maintenance on the basis of special benefit, in the case of an assessment district. In the case of a special tax district, the costs will be spread based upon a hearing report, which specifies the tax rate and method or apportionment.
- 127) a) ~~The houses on lots 2, 3, 61, and 101 shall front onto the public street. The completion and/or necessity of this condition shall be determined by the Planning Director. **(Deleted by the Planning Commission on December 9, 2004)**~~
- a) **The cluster lot private drives shall be constructed of concrete. *(Added by Staff on December 9, 2004)* The final finish of the "T" court paving shall be approved by the Planning Director prior to issuance of Building Permit. *(Added by the Planning Commission on December 9, 2004)***
- b) **Sufficient space shall be maintained in the garage to provide parking. *(Added by the Planning Commission on December 9, 2004).***
- c) **The masonry wall along the park shall be stepped down to the satisfaction of the Planning Director. *(Added by the Planning Commission on December 9, 2004)***

**FIRE**

- 128) Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.

- I29) Provide a water flow test. (Contact Department of Utilities at 916-808-5371.)
- I30) Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5. Hydrant spacing shall be decreased where T courts are used. Hydrants shall be installed half way between each T court on one side of the street and to the satisfaction of the Fire Department.
- I31) Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side. The bases of all T courts shall be marked "No Parking Fire Lane" on each side.

## **PARKS**

- I32) The applicant shall provide open access and front on lots adjacent to the western edge of the redesigned park site to the extent possible and as approved by PPDD.

## **ADVISORY NOTES:**

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

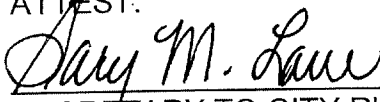
- 1) Prior to issuance of any building permits within the subject area all sanitary sewer, storm drainage, water, and flood control improvements shall be in place and fully functioning unless otherwise approved by the Department of Utilities.
- 2) Prior to occupancy within the subject area, all sanitary sewer, storm drainage, water and flood control improvements shall be in place, fully functioning, and a notice of completion shall be issued by the Development Services Department.
- 3) Developing this property may require the payment of additional sewer impact fees prior to the filing, and recording of the Final Map, or issuance of the Building Permits, whichever is first. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.
- 4) Currently, CSD-1 policy prohibits gates that prevent access within sewer easements unless CSD-1 standards for accessibility through gates are met.
- 5) Existing Sacramento Regional County Sanitation District (SRCSD) facilities serving this proposed project are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and County Sanitation District 1 (CSD-1) will issue sewer permits to connect to the



system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served". There is no guarantee that capacity will be available when actual requests for sewer service are made. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of the appropriate SRCSD fees.

  
CHAIRPERSON

ATTEST:



SECRETARY TO CITY PLANNING COMMISSION

12/9/04  
DATE (P04-151)

Exhibit 1A	Mitigation Monitoring Plan
Exhibit 1B	General Plan Amendment Exhibit
Exhibit 1C	Community Plan Amendment Exhibit
Exhibit 1D	Rezone Exhibit
Exhibit 1E	PUD Schematic Plan Amendment Exhibit
Exhibit 1F	880' Walking Map Exhibit
Exhibit 1G	Tentative Subdivision Map Exhibit
Exhibit 1H	Site Plan
Exhibit 1I	Conceptual Landscape Plan
Exhibit 1J	Typical Cluster Exhibit
Exhibit 1K	Plan 1 - Floor Plans and Elevations
Exhibit 1L	Plan 2 - Floor Plans and Elevations
Exhibit 1M	Plan 3 - Floor Plans and Elevations
Exhibit 1N	Conceptual Street Scene

Exhibit 1A - Mitigation Monitoring Plan

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

**FOR**

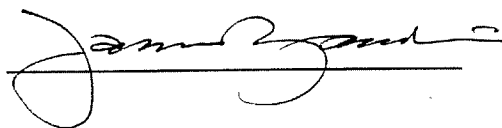
**TYPE OF ENVIRONMENTAL DOCUMENT:**  
INITIAL STUDY/ NEGATIVE DECLARATION AS AMENDED BY AN ADDENDUM

**PREPARED FOR:**  
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

**DATE:**  
November 17, 2004

**ADOPTED BY:**  
CITY OF SACRAMENTO  
PLANNING COMMISSION

**DATE:**  
12/9/04

**ATTEST:**  


**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Project Name / File Number:** Westlake Parcel 31 Project (P04-151)  
**Owner/Developer- Name:** Phoenix LLC/John Laing Homes  
**Address:** 7700 College Town Drive, Suite 101  
Sacramento, CA 95826

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

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.

**Project Description:**

The proposed project involves obtaining the entitlements to allow the development of cluster single-family homes in the Westborough PUD.

**SECTION 2: GENERAL INFORMATION**

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

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

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<b>Air</b>  Mitigation Measure #1: The Applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.  The Developer shall comply with the components of the Amended Residential Air Quality Plan for the project.	Developer	City of Sacramento, Development Services Dept., and SMAQMD	Submittal of an Air Quality Mitigation Strategy Plan.	Prior to the issuance of a grading permit.

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Water</b>  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.	Developer	City of Sacramento, Development Services Dept.	Submittal of a drainage plan identifying the facilities.	Prior to the issuance of a building permit.	
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 Development Services, Planning Division, including: <ul style="list-style-type: none"> <li>▪ Provide multiple access points in subdivisions that are 10 acres or larger in size to facilitate evacuation and other emergency services;</li> <li>▪ New residential subdivisions shall either identify refuge areas to the satisfaction of the City Development Services Department or ensure that at least 50 percent of all residential units shall have a top plate above the base flood elevation;</li> <li>▪ Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only;</li> <li>▪ All residential and non-residential structures must be</li> </ul>			Submittal of plans identifying the specifics in Mitigation Measure #3.	Prior to the issuance of a building permit.	

WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Verification of Compliance (Initials/Date)
anchored to their foundations per regulations in the City Building Code; <ul style="list-style-type: none"><li>▪ Gas valve shut-off keys must be attached in a visible location for all residential and commercial gas water heaters; and</li><li>▪ Special facilities, such as hospitals and elder care facilities, shall be required to implement flood safety measures in their designs to the satisfaction of the City Development Services Department</li></ul>				

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<b>Plant and Animal Life:</b>  <b>Mitigation Measure #4:</b> The Applicant shall satisfy the mitigation requirements of the Natemas Basin Habitat Conservation Plan (NBHCP) and the Implementation Agreement, in one of the following three alternative methods for mitigating project impacts to special status species: (i) payment of the Mitigation Fees; or (ii) transfer of Habitat Mitigation Requirement Land to the Conservancy, together with payment of the Administrative, Endowment, and Habitat Management components of the Mitigation Fees; or (iii) participation in such other mitigation plan, consistent with the goals of the NBHCP and equivalent in biological value to (i) and (ii) above, as is approved by the City in prior consultation with the U.S. Fish and Wildlife Services and California Department of Fish and Game. Under (iii), no alternative mitigation strategy will be implemented with prior written approval of the U.S. Fish and Wildlife Service and California Department of Fish and Game.	Developer	City Development Services Dept., CA Regional Water Quality Control Board	Submittal of remediation plan and evidence that remediation has been completed.  Submittal of asbestos and lead-based survey report.	Prior to issuance of a grading permit.  Prior to issuance of a demolition permit.
<b>Mitigation Measure #5:</b> Prior to construction activities, the applicant shall perform one of the following measures to mitigate potential impacts to the northern barrier: <ul style="list-style-type: none"> <li><input type="checkbox"/> Prohibit the removal of any onsite vegetation during the nesting season (March 1—June 30) or</li> <li><input type="checkbox"/> 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</li> </ul>				

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WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<p>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.</p> <p>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 EIR 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.</p> <p>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.</p> <p>Loss of jurisdictional waters and wetland areas shall be compensated pursuant to 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.</p>				



**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing
<p>Mitigation Measure: The project 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.</p>				

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<b>Noise:</b> Mitigation Measure #7: Prior to approval of the Final Master Parcel Map, the applicant shall incorporate noise barrier details on project development plans for residential areas. Based on the Acoustical Analysis for the Westborough Project prepared by Brown-Buntin Associates, the noise barriers shall have a mass that provides sufficient transmission loss in the frequency range of concern and will at least six feet in height. Noise barriers may be required to exceed six feet in height depending on the actual distance from the noise source and ultimate grading elevations.	Developer	City Development Services Department	Final Master Parcel Map shall show all the noise barriers.	Prior to approval of final master parcel map.

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<b>Transportation and Circulation:</b>  <b>Mitigation Measure #8:</b> 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.  The Developer shall comply with the components of the Amended Residential Air Quality Plan for the project.	Developer	City Development Services Department	Submittal of a TMP.  Submittal of plans showing mitigation measure.	Prior to issuance of a building permit.  Prior to recordation of the final map.
<b>Mitigation Measure #9:</b> Analyses were undertaken to develop a phasing plan for the roadway improvements outlined as mitigation for the existing plus project scenario. Traffic associated with the project was superimposed on existing traffic volumes in five percent increments, and incremental roadway improvements were developed to maintain acceptable LOS "C" or better roadway operating conditions. The following is the phasing of the mitigation measures:  A. Upon development of 55 percent of the project, the following mitigation measures shall be completed: Signalize the Del Paso Road and I-5 Northbound Ramps intersection  B. Upon development of 60 percent of the project, the following mitigation measures shall be completed: Signalize the Del Paso Road and El Centro Road intersection  C. Upon development of 70 percent of the project, the				

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<p>following mitigation measures shall be completed:</p> <p>Widen Del Paso Road to four lanes -- El Centro Road to I-5</p> <p>D- Upon development of 90 percent of the project, the following mitigation measures shall be completed:</p> <p>Signalize the Del Paso Road and I-5 Southbound Ramps intersection.</p> <p>Widen El Centro Road to four lanes -- "C" Street to Del Paso Road.</p> <p>The Developer shall pay their fair share contribution concerning any traffic improvements as required by the Development Services Department, Development Engineering and Finance Division.</p> <p>Mitigation Measure #10:</p> <p>Prior to approval of the final subdivision maps for the low-density residential area, the City Public Works Development Services Department shall review the gated entry designs and ensure that adequate driveway lengths are provided to avoid blocking traffic.</p>				

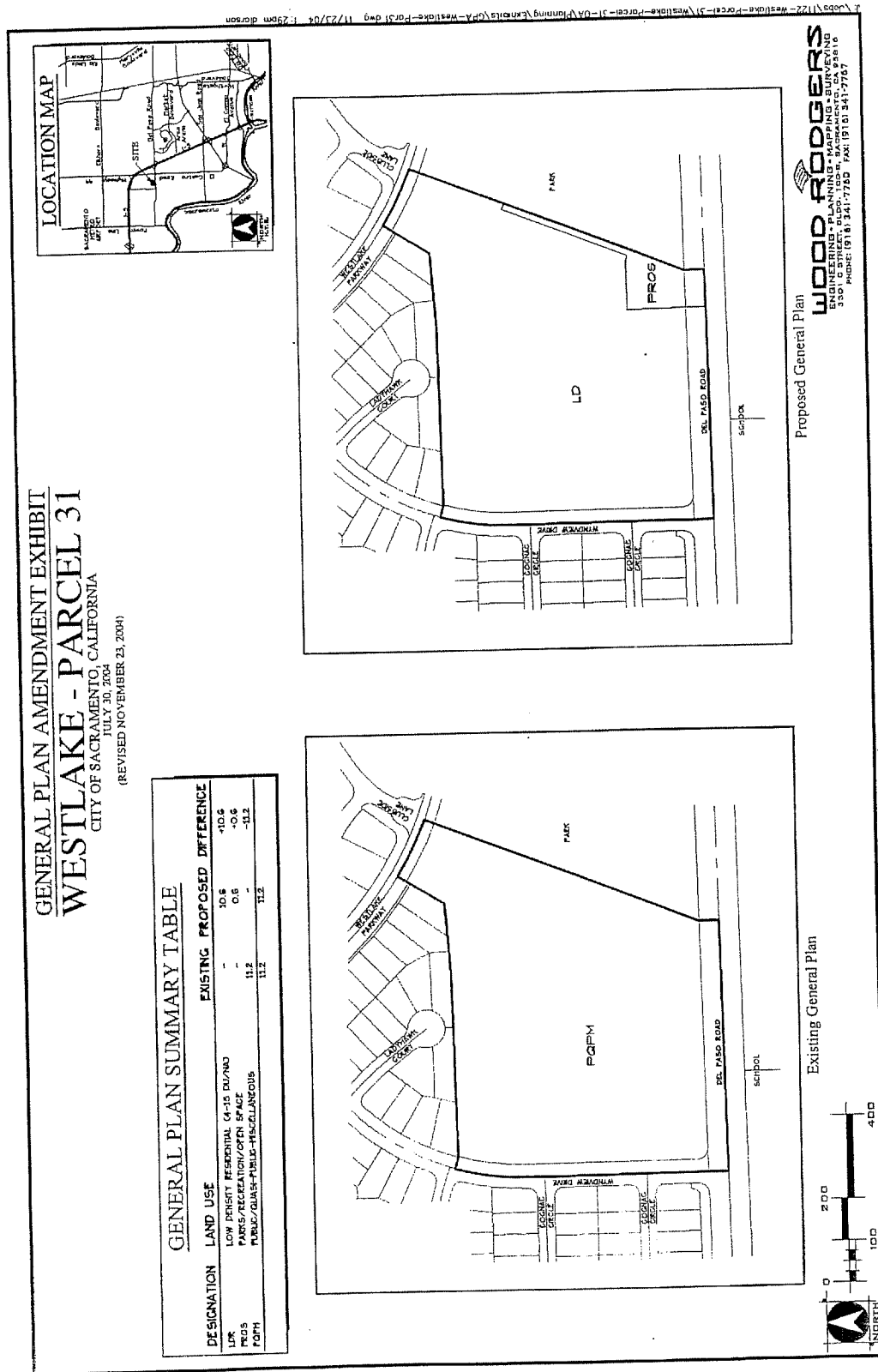
**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Human Health</b>  <b>Mitigation Measure #11:</b> The applicant shall properly abandon all on-site 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.	Developer	City of Sacramento, Development Services Dept., and Sacramento County EMD	Submittal of water well removal permits.	Prior to the issuance of a grading permit.	
			Submittal of paperwork showing that the district has been established.	Prior to issuance of a grading permit.	
<b>Mitigation Measure #12:</b> The applicant shall participate in the Mesquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mesquito Abatement District in order to provide urban standards of mesquito control in the project area.		City of Sacramento, Development Services Dept. and Sacramento Yolo Mesquito Abatement District			

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Cultural Resources</b> Mitigation Measure #13: If subsurface archaeological, or pre-historical, or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.  Mitigation Measure #14: In the event human remains are discovered during excavation, work must stop immediately and the county recorder must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.	Developer	City Development Services Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.	

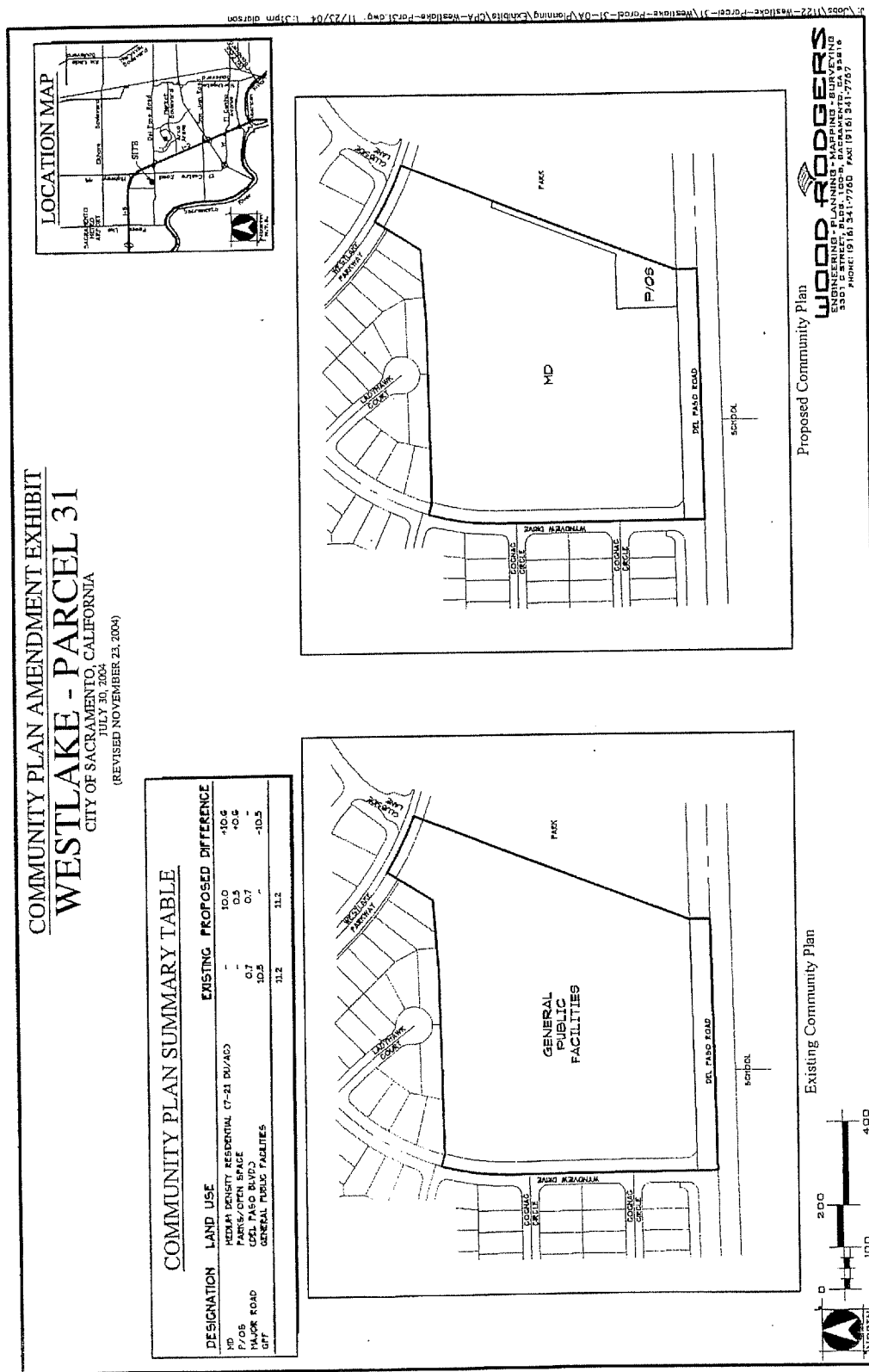
Exhibit 1B - General Plan Amendment Exhibit



P04-151

DECEMBER 9, 2004

Exhibit 1C - Community Plan Amendment Exhibit





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DECEMBER 9, 2004

Exhibit 1D - Rezone Exhibit

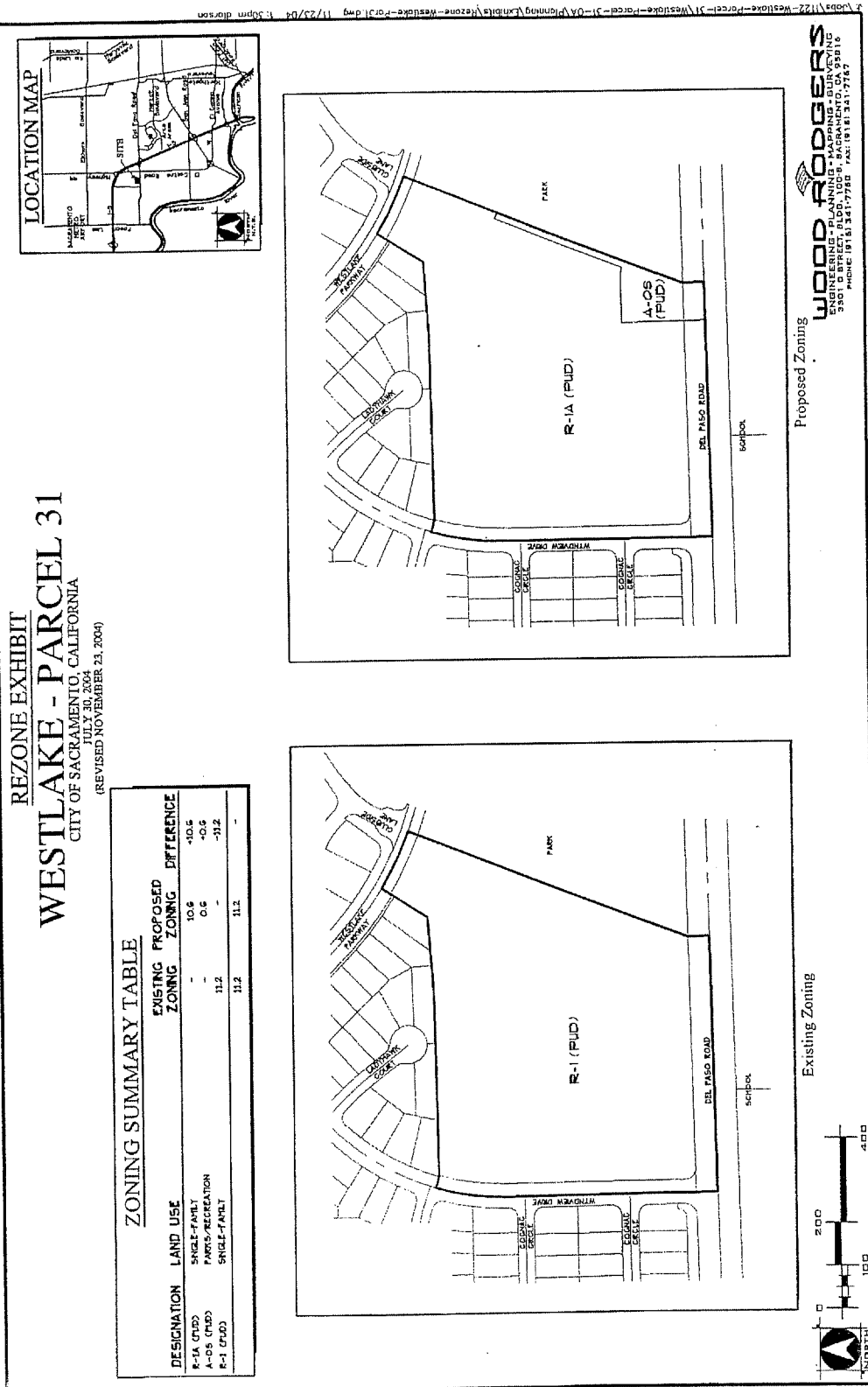


Exhibit 1E - PUD Schematic Plan Amendment Exhibit

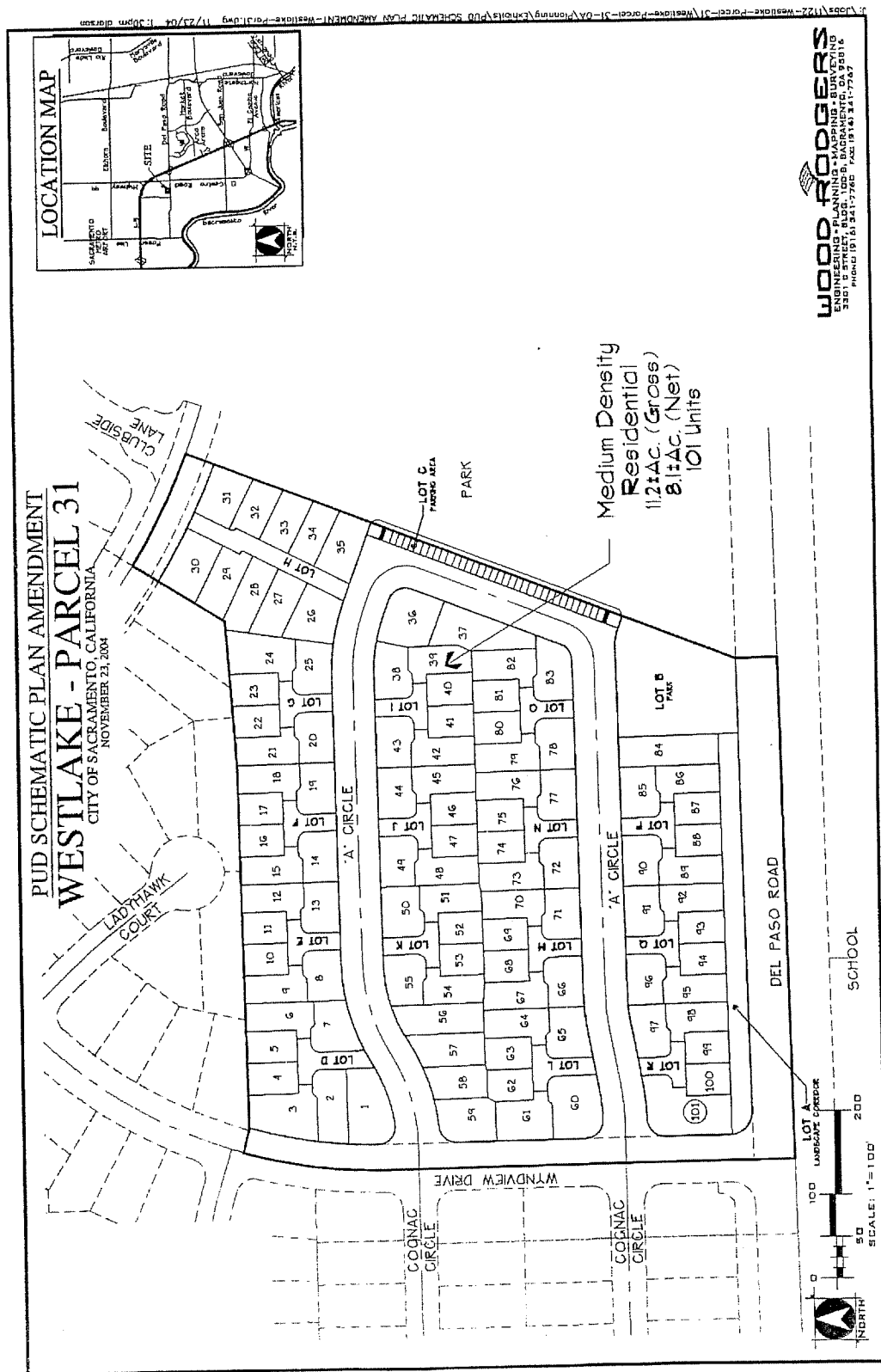
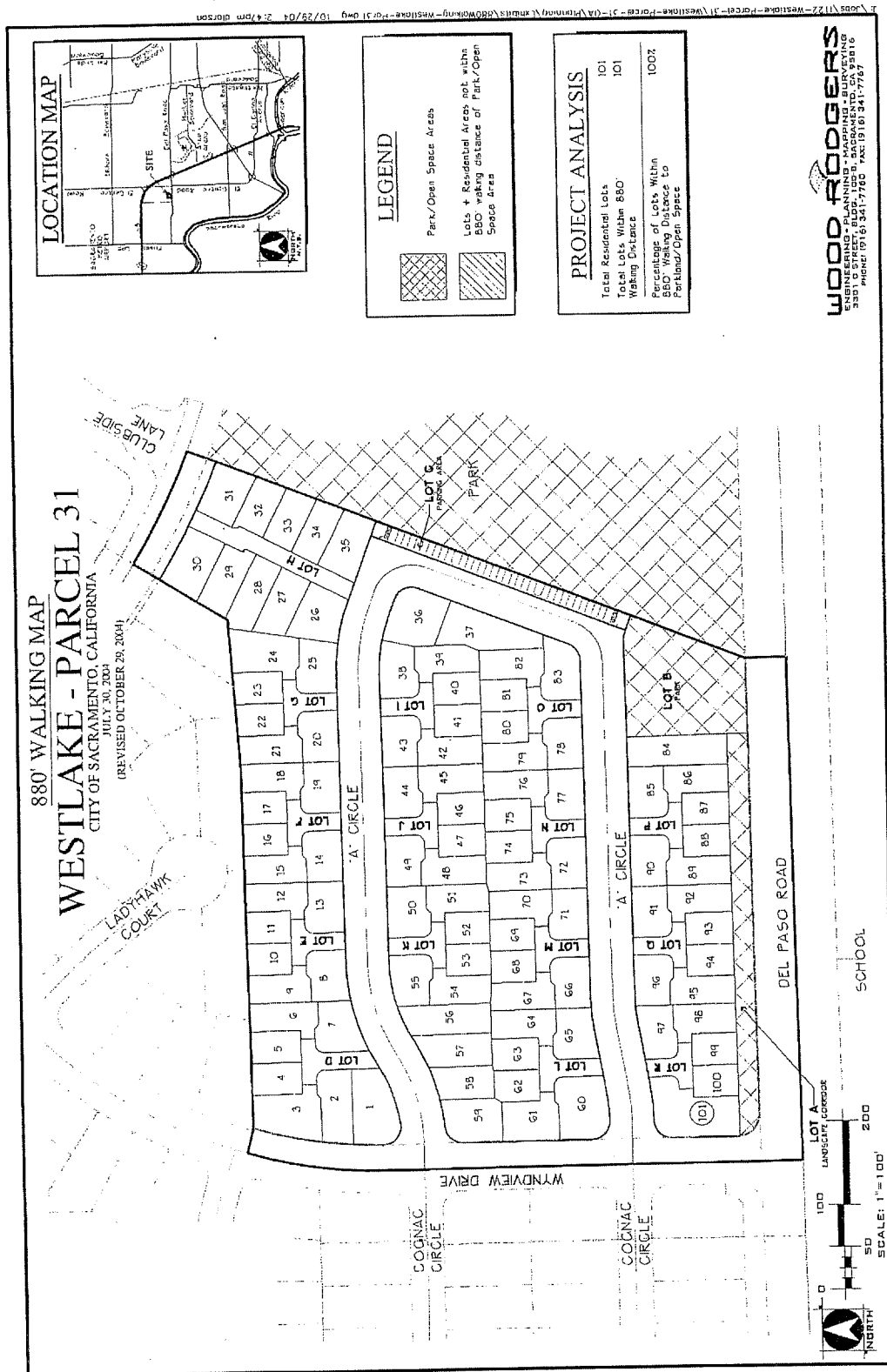


Exhibit 1F - 880' Walking Map Exhibit



## 071



Exhibit 11 - Conceptual Landscape Plan

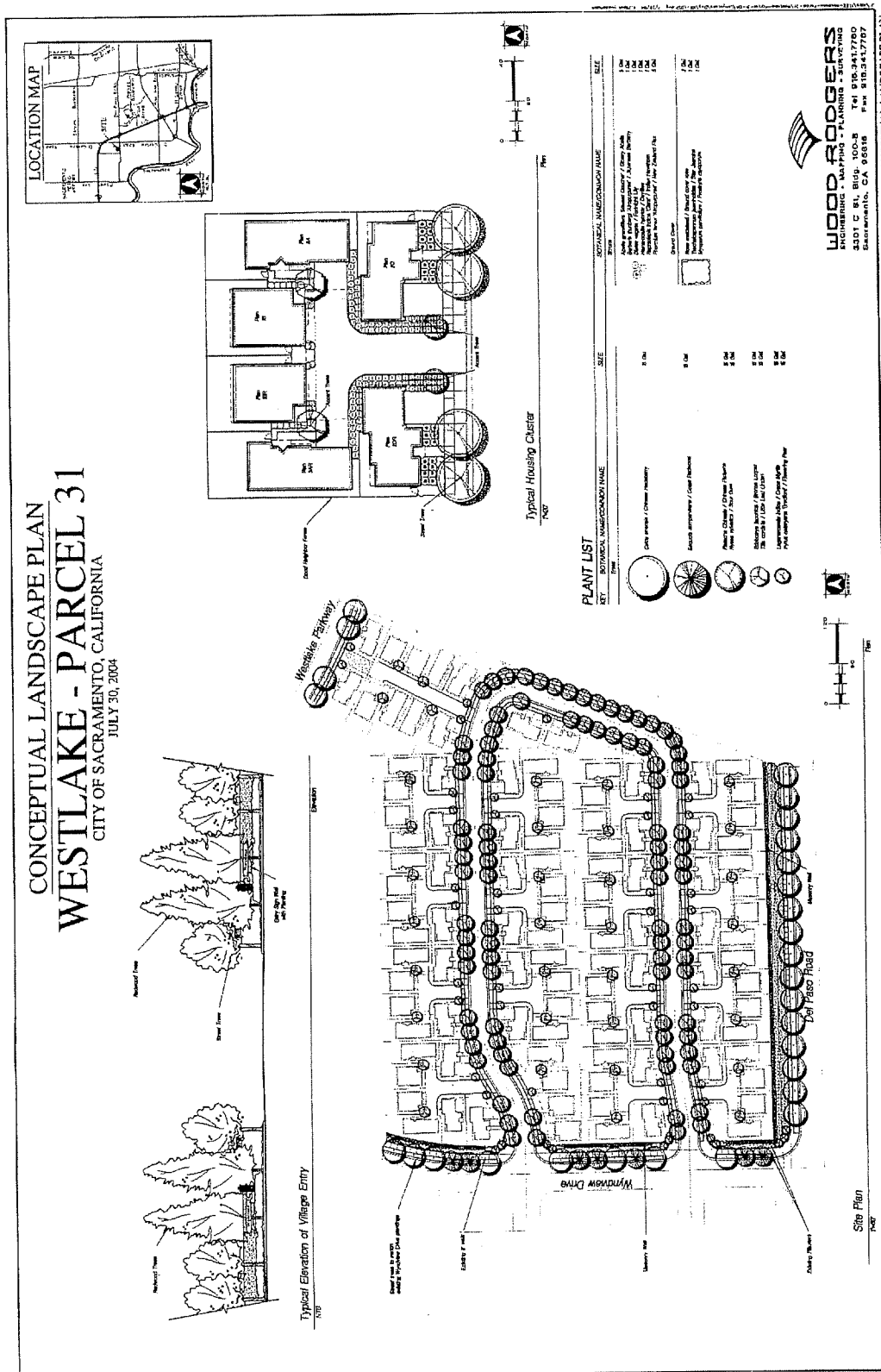
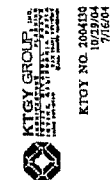
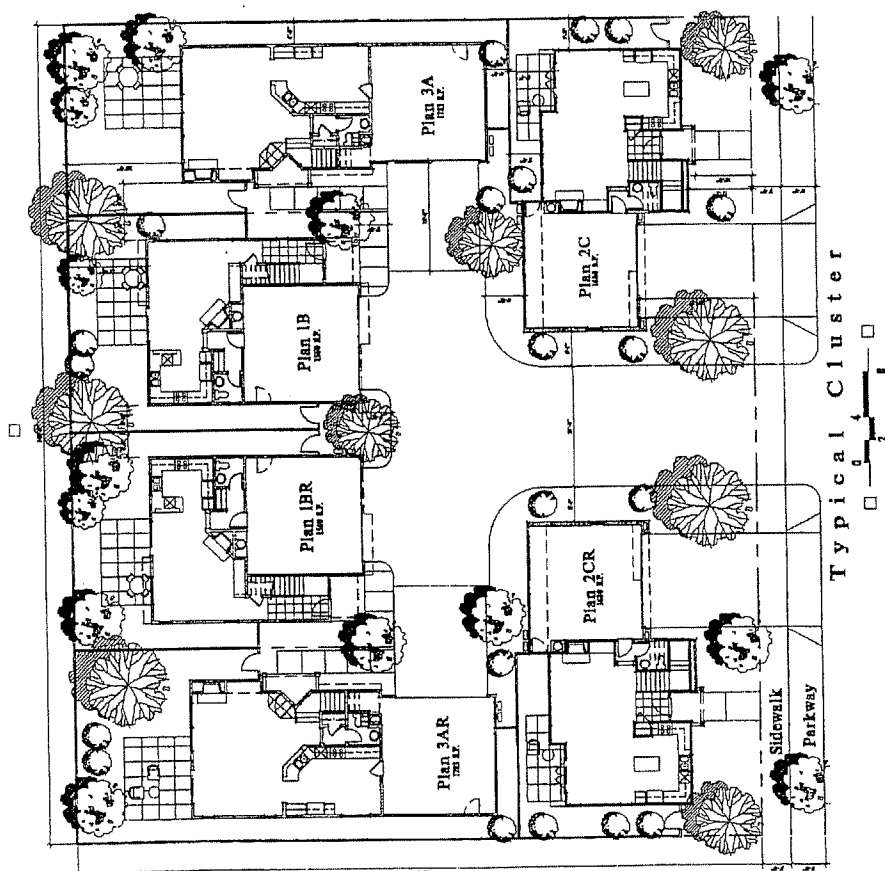


Exhibit 1J - Typical Cluster Exhibit

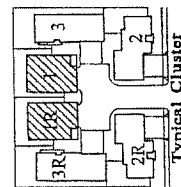
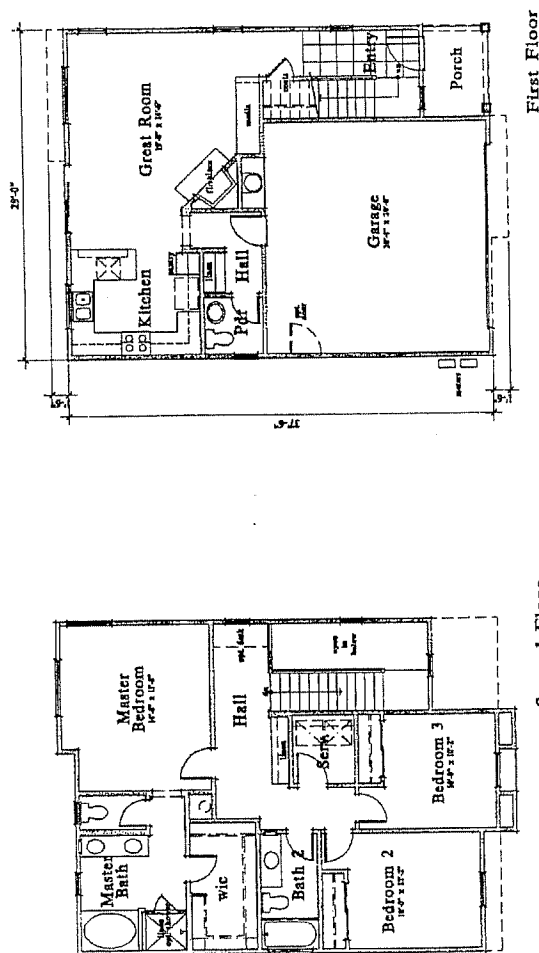


**CANDELA**  
Sacramento, California



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Exhibit 1K - Plan 1 - Floor Plans and Elevations



Floor Plan  
3 Bedrooms  
2 1/2 Bath  
1534 Sq Ft



KING GROUP  
10200 KINGSWAY  
SACRAMENTO, CA 95821  
TEL: 916.481.1111  
FAX: 916.481.1112

KTOY NO. 2004180  
10/23/04  
7/16/04

Plan 1 Floor Plan

CANDELA

Sacramento, California



John Laing Homes

P04-151  
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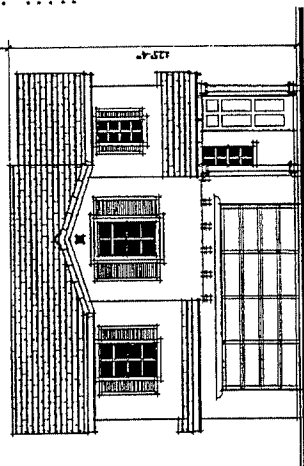
P04-151

DECEMBER 9, 2004

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**Material Legend**

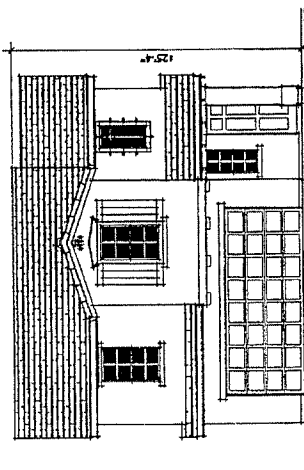
- Flat Concrete Tile Roof
- 1/2" Tile at Ridge, Hip, & Rake
- Stucco
- Stucco over Foam Window Trim
- 2" Stucco Recess at Gable End
- Wood Siding
- 6x6 Wood Posts at Porch



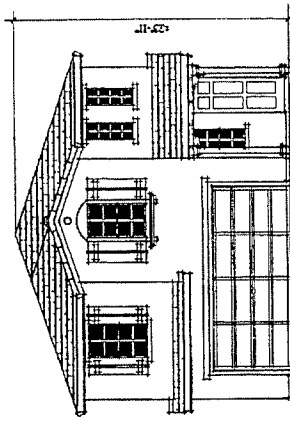
Plan 1A

**Material Legend**

- Flat Concrete Tile Roof
- 1/2" Tile at Ridge, Hip, & Rake
- Stucco
- Stucco over Foam Window Trim
- 2" Stucco Recess at Gable End
- Wood Siding
- 6x6 Wood Posts at Porch
- Decorative Wood Pot Shelf
- Wood Corbels



Plan 1B



Plan 1C

Plan 1 Front Elevations

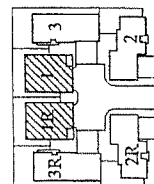


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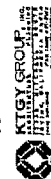
Sacramento, California



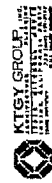
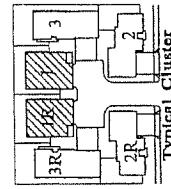
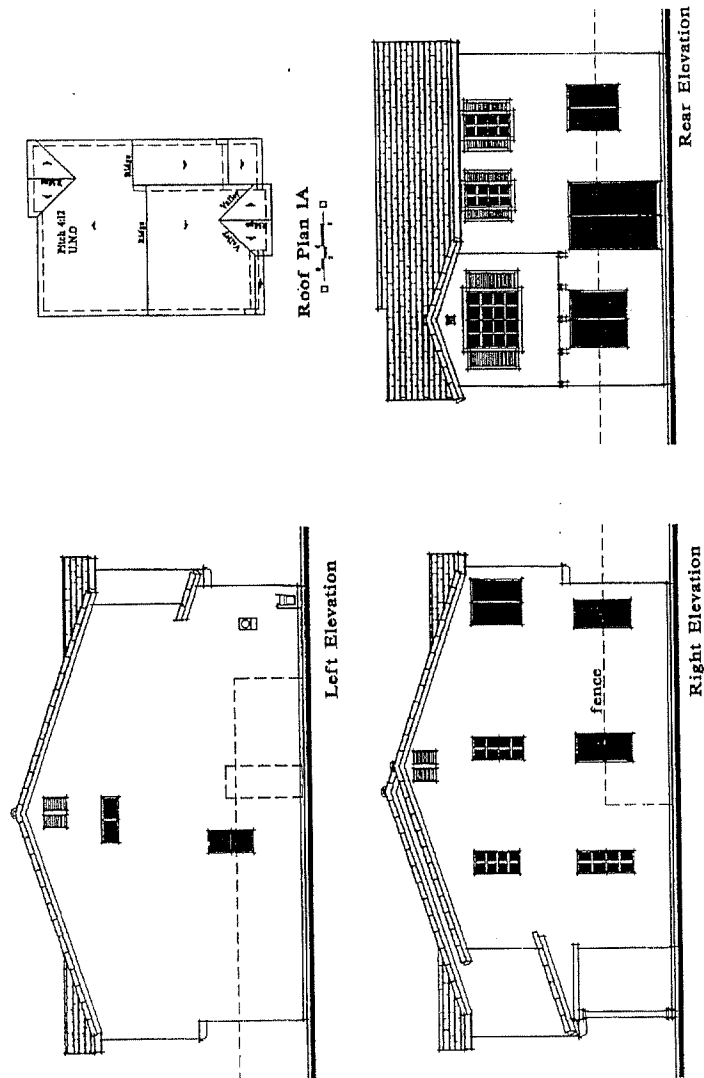
John Laing Homes



Typical Cluster



KTOY NO. 300430  
10/29/04  
7/16/04



KITGY NO. 200430  
12/9/04  
7/16/04

CANDELA

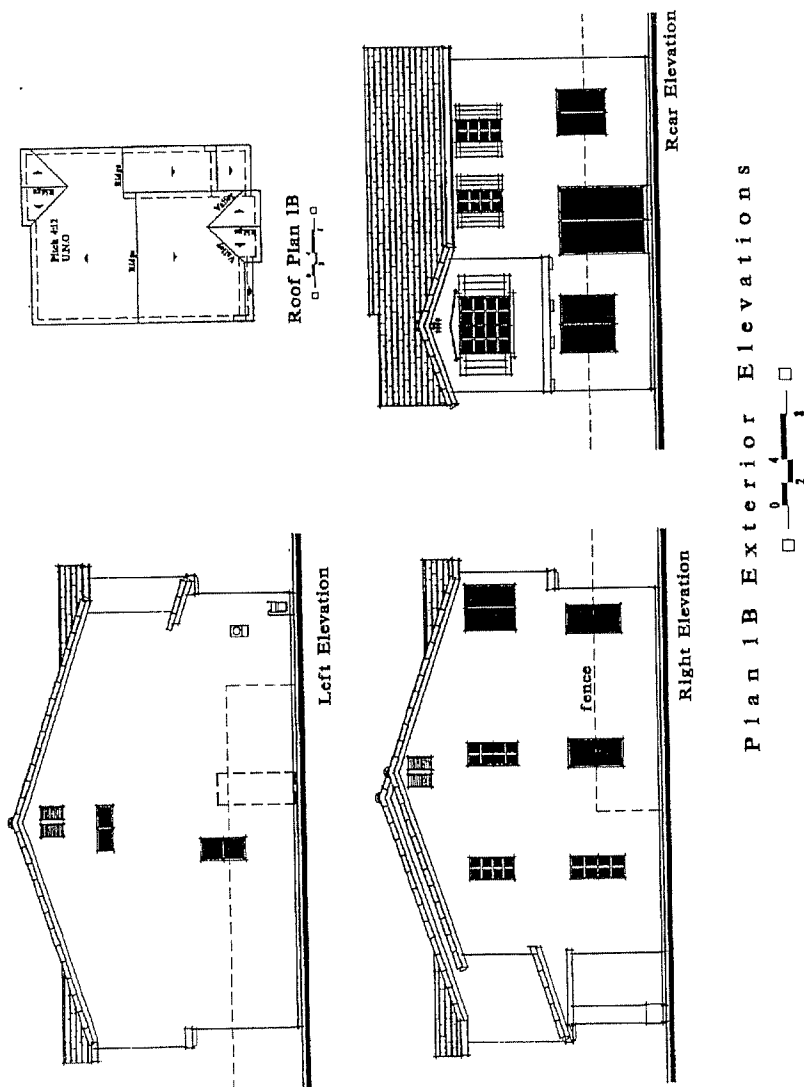
Sacramento, California



John Laing Homes

P04-151

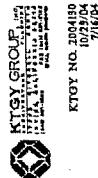
RECEIVED 11/01/04



Plan 1B Exterior Elevations

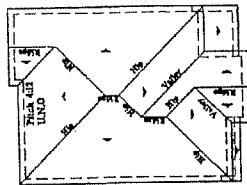
CANDELA

Sacramento, California

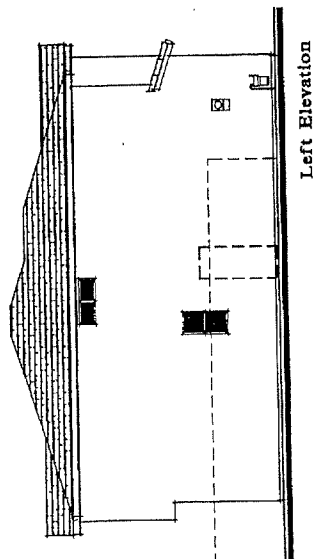


KROY NO. 200410  
10/29/04  
7/16/04

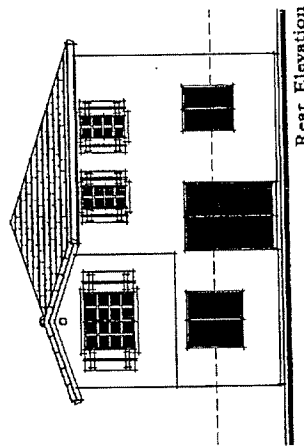
P04-151  
RECEIVED 11/01/04



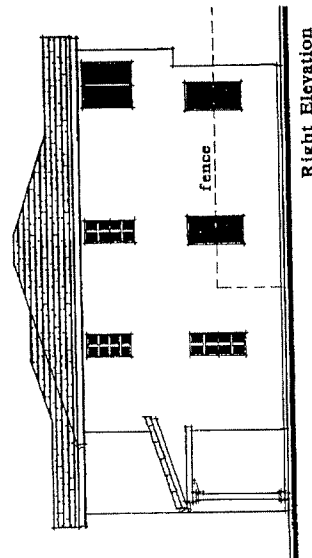
Roof Plan IC



Left Elevation

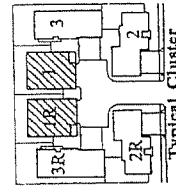


Rear Elevation



Right Elevation

Plan IC Exterior Elevations



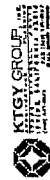
Typical Cluster



John Laing Homes

CANDELA

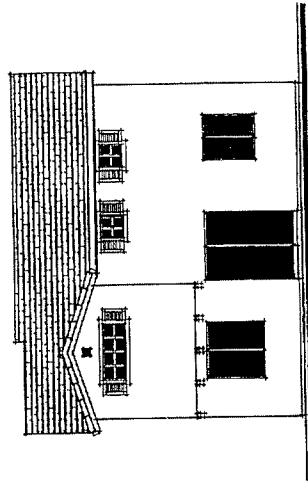
Sacramento, California



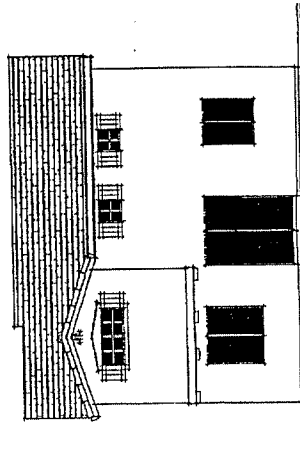
KITY GROUP  
KITY GROUP, INC.  
10720 KITY DRIVE  
SACRAMENTO, CA 95826

KITY NO. 2004130  
07/29/04  
7/16/04

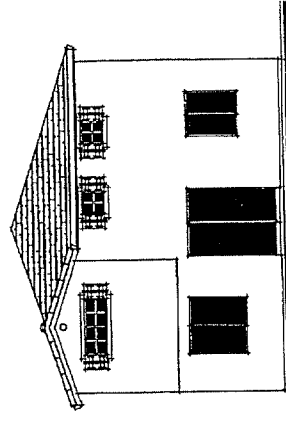
P04-151  
RECEIVED 11/01/04



Plan 1A Rear



Plan 1B Rear



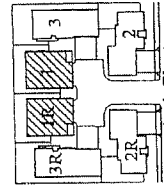
Plan 1C Rear

Plan 1 Alternate Elevations



CANDELA

Sacramento, California



Typical Cluster



KING GROUP  
ARCHITECTS  
1000 J STREET, SUITE 100  
SACRAMENTO, CA 95811  
(916) 441-1111

KING NO. 28849  
10/29/04  
7/16/04



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P04-151

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49'-5"

Garage 12'-0" x 18'-0"

Living 12'-0" x 15'-0"

Dining 10'-0" x 12'-0"

Kitchen

Bath

Por.

Stair

1st Floor

2nd Floor

3rd Floor

4th Floor

5th Floor

6th Floor

7th Floor

8th Floor

9th Floor

10th Floor

11th Floor

12th Floor

13th Floor

14th Floor

15th Floor

16th Floor

17th Floor

18th Floor

19th Floor

20th Floor

21st Floor

22nd Floor

23rd Floor

24th Floor

25th Floor

26th Floor

27th Floor

28th Floor

29th Floor

30th Floor

31st Floor

32nd Floor

33rd Floor

34th Floor

35th Floor

36th Floor

37th Floor

38th Floor

39th Floor

40th Floor

41st Floor

42nd Floor

43rd Floor

44th Floor

45th Floor

46th Floor

47th Floor

48th Floor

49th Floor

50th Floor

51st Floor

52nd Floor

53rd Floor

54th Floor

55th Floor

56th Floor

57th Floor

58th Floor

59th Floor

60th Floor

61st Floor

62nd Floor

63rd Floor

64th Floor

65th Floor

66th Floor

67th Floor

68th Floor

69th Floor

70th Floor

71st Floor

72nd Floor

73rd Floor

74th Floor

75th Floor

76th Floor

77th Floor

78th Floor

79th Floor

80th Floor

81st Floor

82nd Floor

83rd Floor

84th Floor

85th Floor

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87th Floor

88th Floor

89th Floor

90th Floor

91st Floor

92nd Floor

93rd Floor

94th Floor

95th Floor

96th Floor

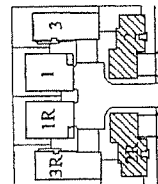
97th Floor

98th Floor

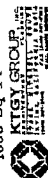
99th Floor

100th Floor

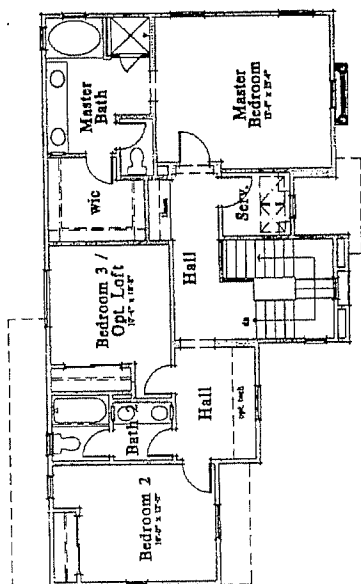
**First Floor**



**Floor Plan**  
3 Bedrooms  
Opt. Loft  
2 1/2 Bath  
1680 Sq Ft



KTGY NO. 2004130  
10/29/04  
7/16/04



**Second Floor**

## Plan 2 Floor Plan



# CANDELA

Sacramento, California

P04-151

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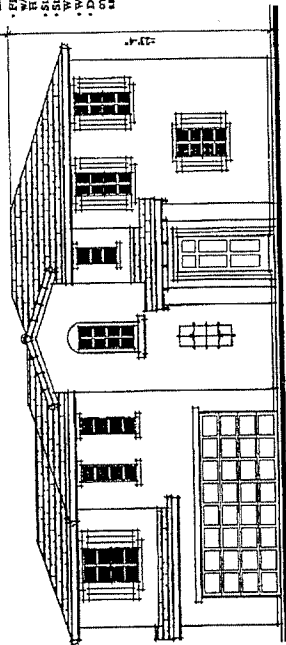
John Laing Homes

P04-151

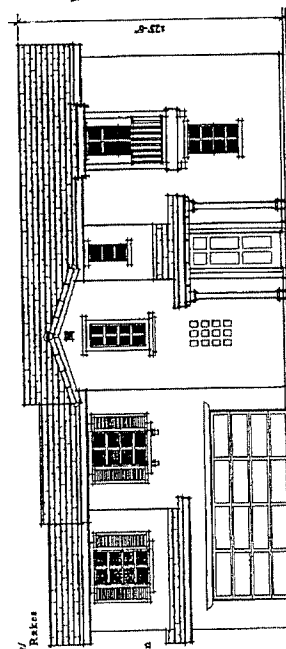
RECEIVED 11/01/04

**Material Legend**

- Flat Concrete Tile Roof w/ 5" Tile at Ridge, Hips & Rakes
- Stucco over Foam
- Window Trim
- Wood Shutters
- Door 12" Stucco Recess as Shown
- 2" Stucco Recess as Shown



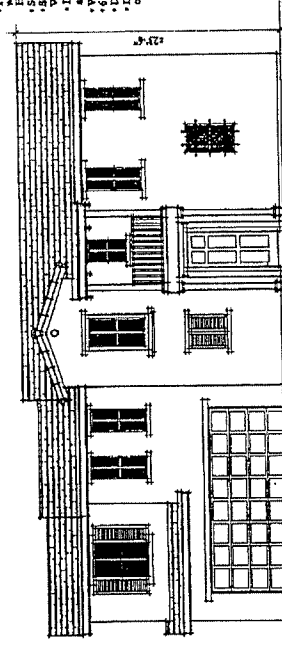
Plan 2A



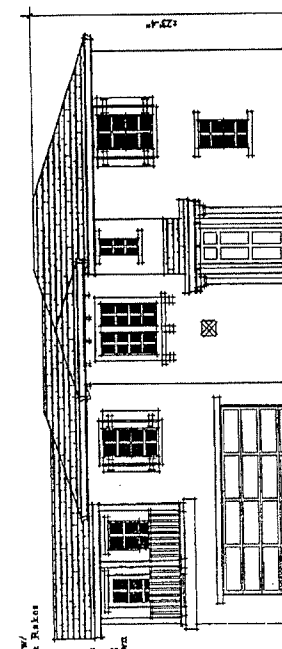
Plan 2B

**Material Legend**

- Flat Concrete Tile Roof w/ 5" Tile at Ridge, Hips & Rakes
- Stucco over Foam
- Window Trim
- Decorative Clay Pipe
- 6x6 Wood Posts at Porch
- Decorative Wood Railings
- 2" Stucco Recess as Shown

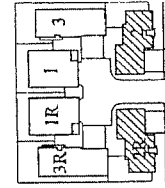


Plan 2C

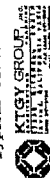


Plan 2D

**Plan 2 Front Elevations**



Typical Cluster



KTGY NO. 105410  
1026/04  
1/16/04

**CANDELA**

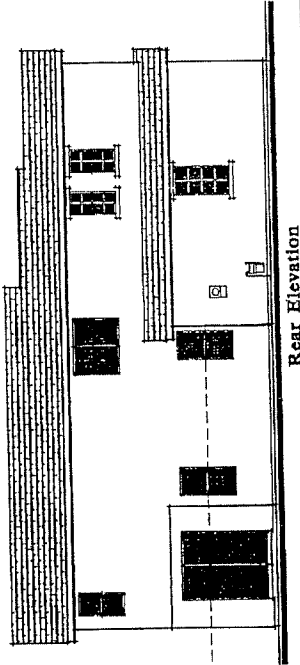
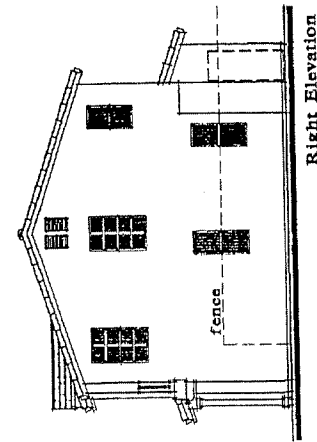
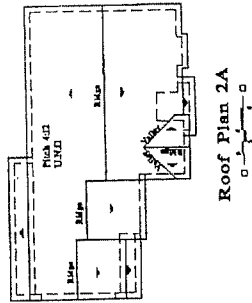
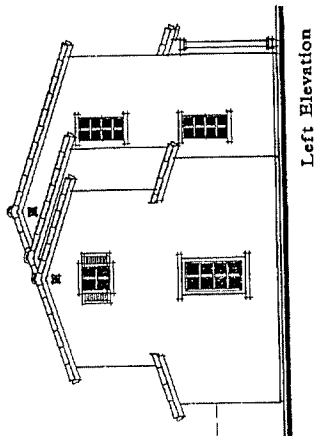
Sacramento, California



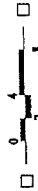
John Laing Homes

P04-151

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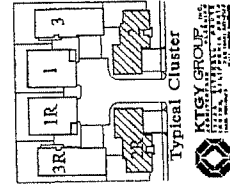
Plan 2A Exterior Elevations



John Laing Homes

CANDELA

Sacramento, California

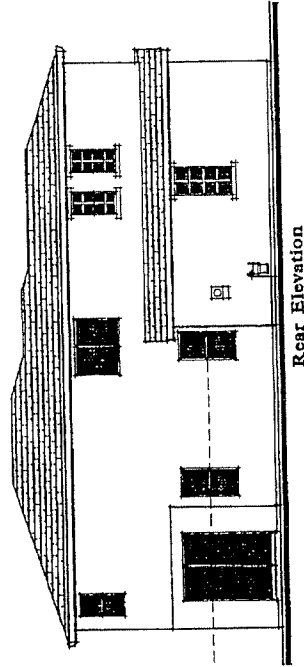
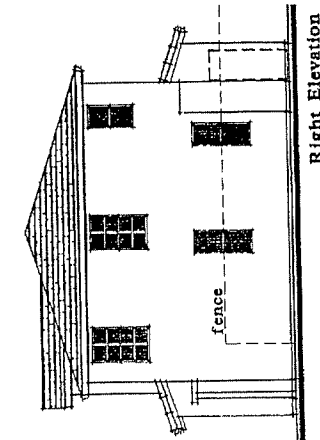
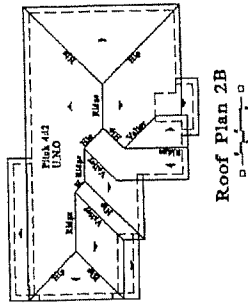
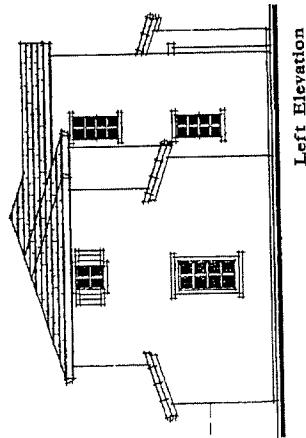


KISV GROUP  
10/29/04  
7/16/04

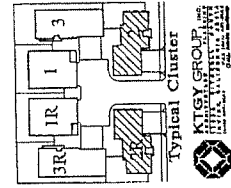


P04-151

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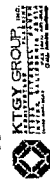
Plan 2B Exterior Elevations



John Laing Homes

CANDELA

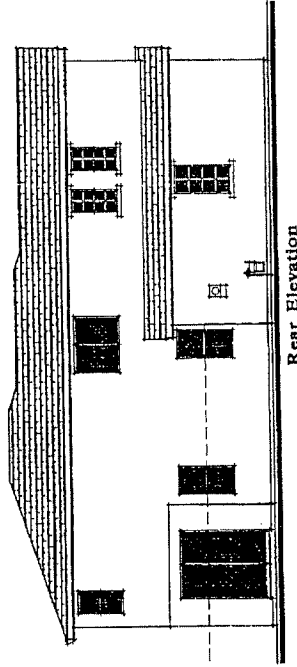
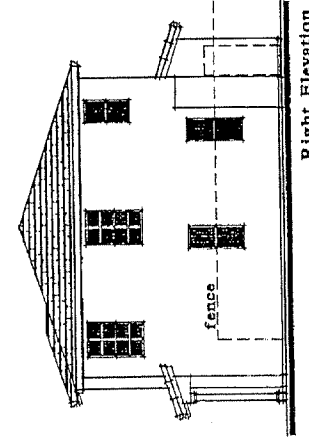
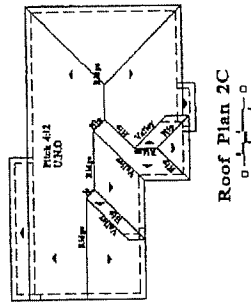
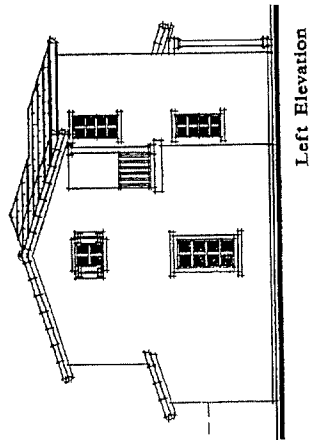
Sacramento, California



KTSY GROUP  
10/20/04  
7/10/04

P04-151

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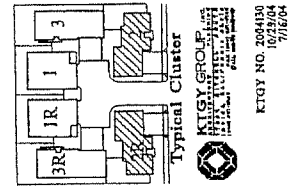


Plan 2C Exterior Elevations



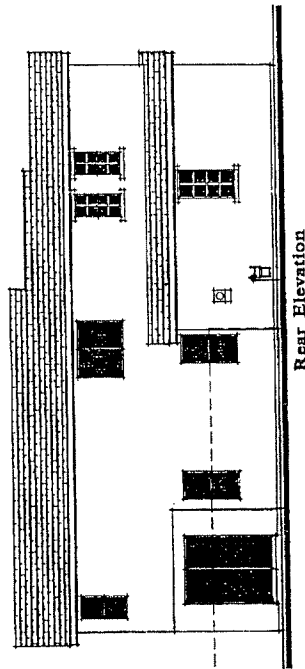
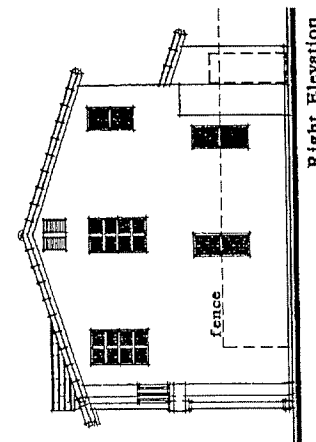
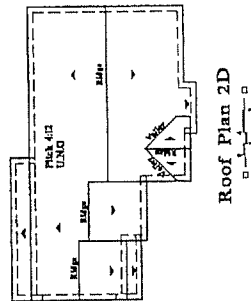
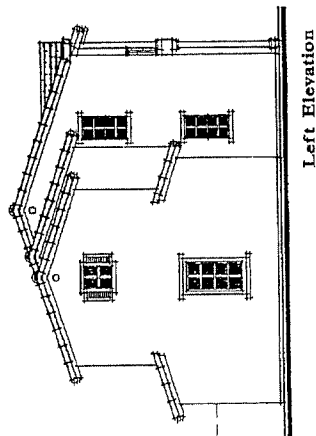
CANDELA

Sacramento, California



P04-151

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Plan 2D Exterior Elevations



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Sacramento, California

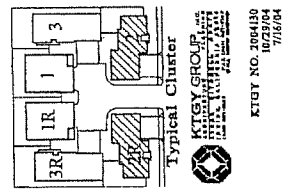
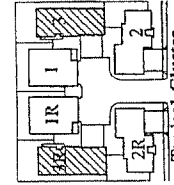
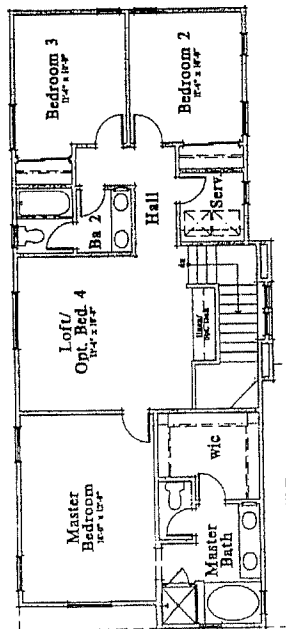
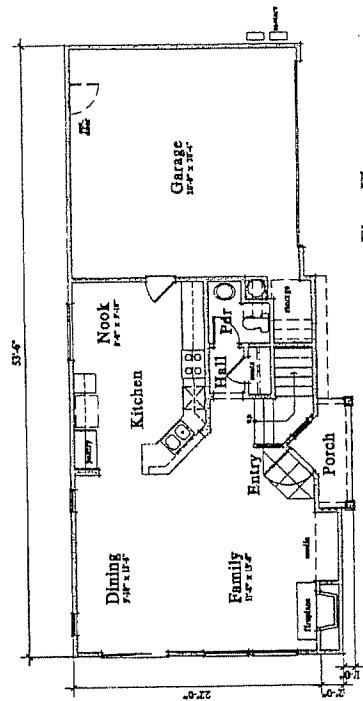


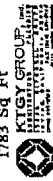
Exhibit 1M - Plan 3 - Floor Plans and Elevations

P04-151

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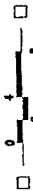


Floor Plan  
3 Bedrooms + Loft  
Opt. Bedroom 4 / Opt. Tech  
2 1/2 Bath  
1783 Sq Ft



KISY GROUP, INC.  
10720 4th Ave.  
San Diego, CA 92121  
KTGY NO. 200430  
10/29/04  
1/10/04

Plan 3 Floor Plan



CANDELA

Sacramento, California

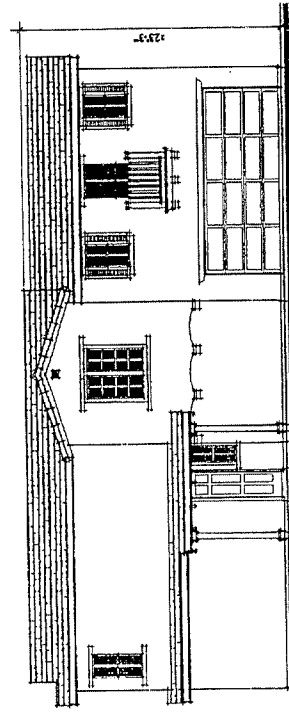


John Laing Homes

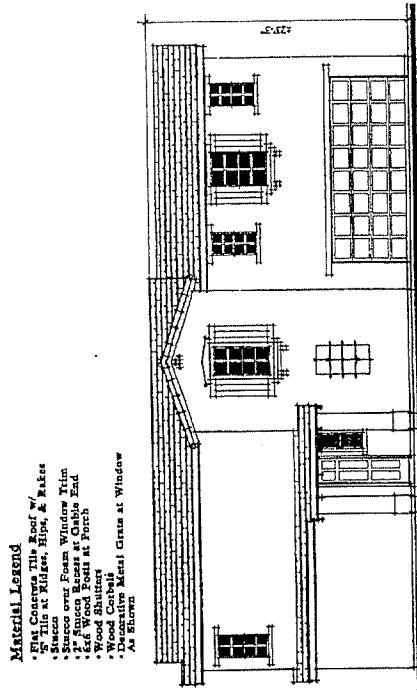
P04-151

RECEIVED 11/01/04

- Material Legend**
- Flat Concrete Tilt Roof w/
  - 5" Tile at Ridge, Hip, & Rake
  - Stucco over Roman Window Trim
  - 2" Stucco Recess at Gable End
  - 6x6 Wood Posts at Porch
  - Wood Siding
  - 2" Stucco Recess at Window
  - Decorative Metal Grate at Window
  - As Shown



Plan 3A



Plan 3B

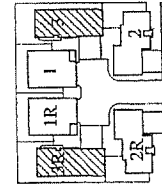
Plan 3 Front Elevations



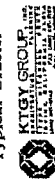
John Laing Homes

CANDELA

Sacramento, California



Typical Cluster

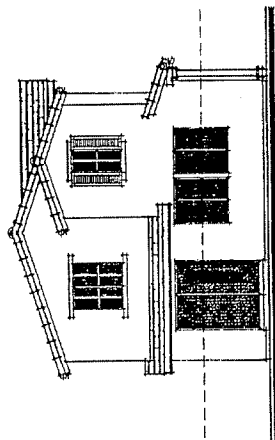


KTGY GROUP, INC.  
11111 KINGSWAY DRIVE  
SUITE 100  
DALLAS, TEXAS 75243  
214.343.1234

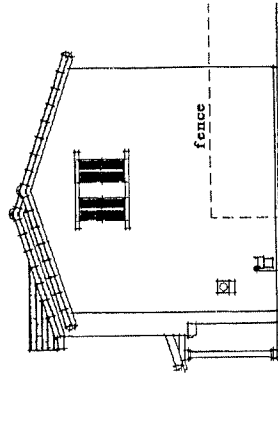
KTGY NO. 2004B0  
07/01/04  
11/06/04

P04-151

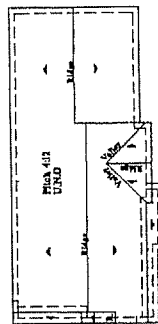
RECEIVED 11/01/04



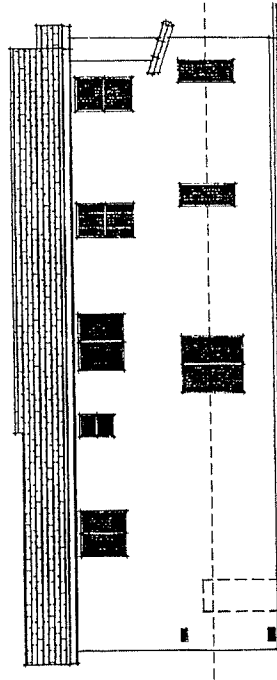
Left Elevation



Right Elevation



Roof Plan 3A



Rear Elevation

Plan 3A Exterior Elevations

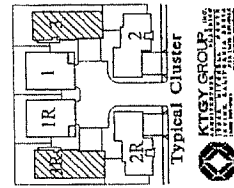


CANDELA

Sacramento, California



John Laing Homes



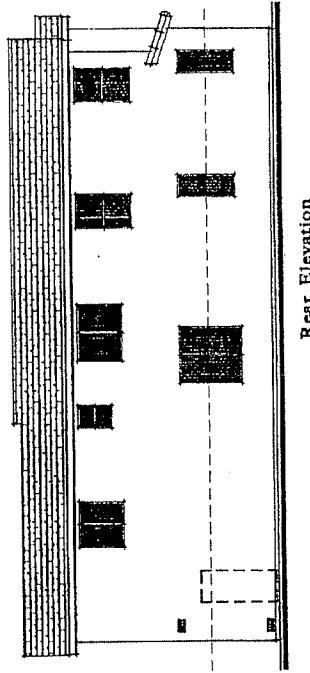
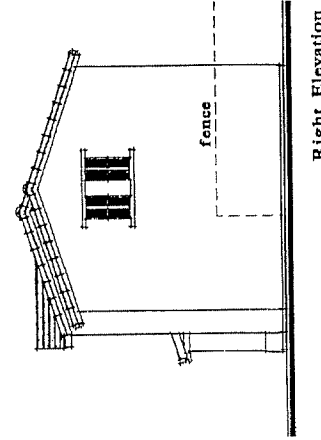
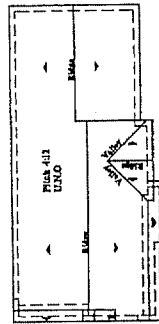
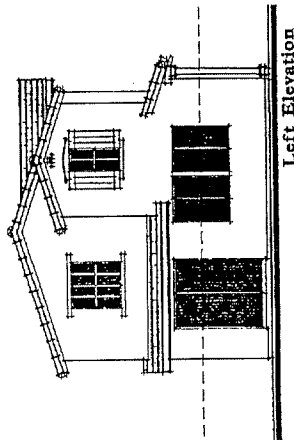
Typical Cluster



KTYG GROUP  
KTYG NO. 204103  
11/01/04  
7/16/04

P04-151

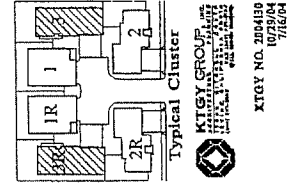
RECEIVED 11/01/04



Plan 3B Exterior Elevations

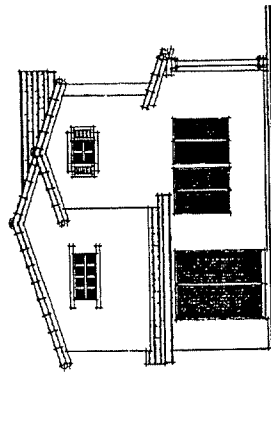


**CANDELA**  
Sacramento, California

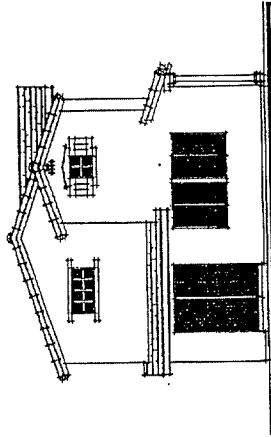


P04-151

RECEIVED 11/01/04



**Plan 3A Left**



Plan 3B Left

### Plan 3 Alternate Elevations

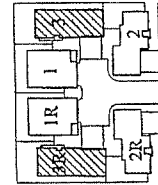


CANDELA


Sacramento, California



John Laing Homes



Cluster	Cluster
---------	---------



**KTGY GROUP**  
ADMINISTRATIVE SERVICES  
PROPERTY, LIABILITY, CASUALTY  
INSURANCE, LIFE, ACCIDENT & SICKNESS  
FIDELITY & BOND  
10000 160TH AVE. N.  
MINNETONKA, MN 55345  
(612) 536-7000

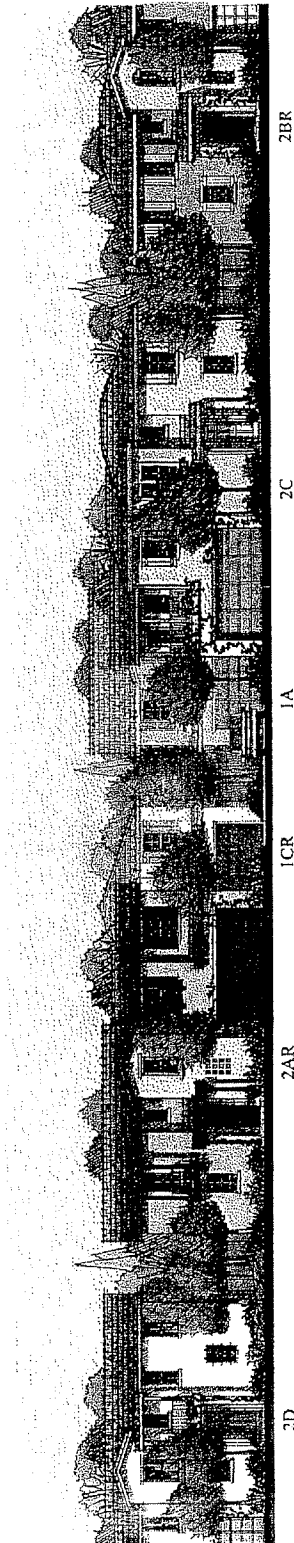
KTGY NO. 2004130  
10/29/04  
7/16/04



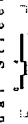
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DECEMBER 9, 2004

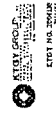
Exhibit 1N - Conceptual Street Scene



Conceptual Street Scene

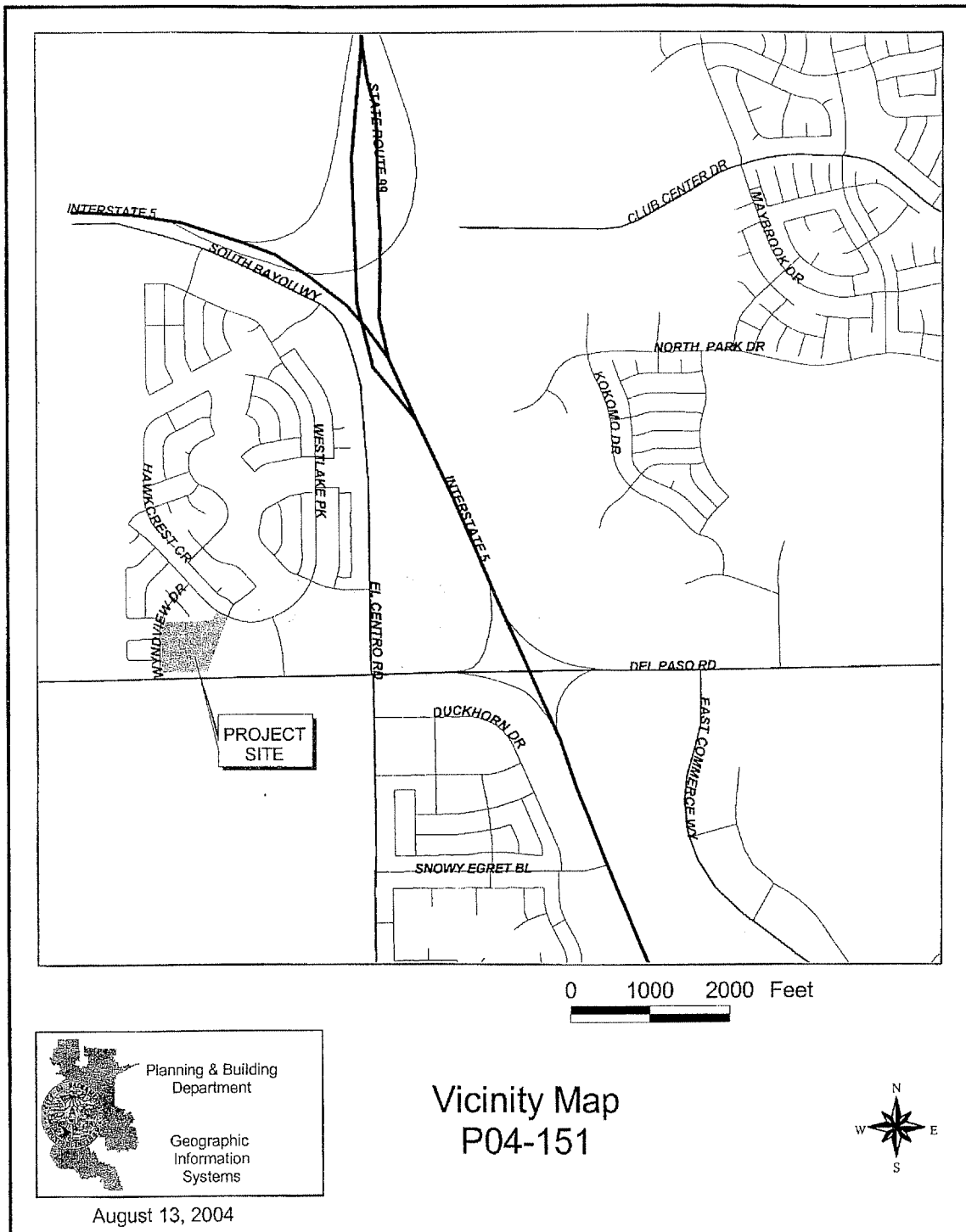


CANDELA  
Sacramento, California

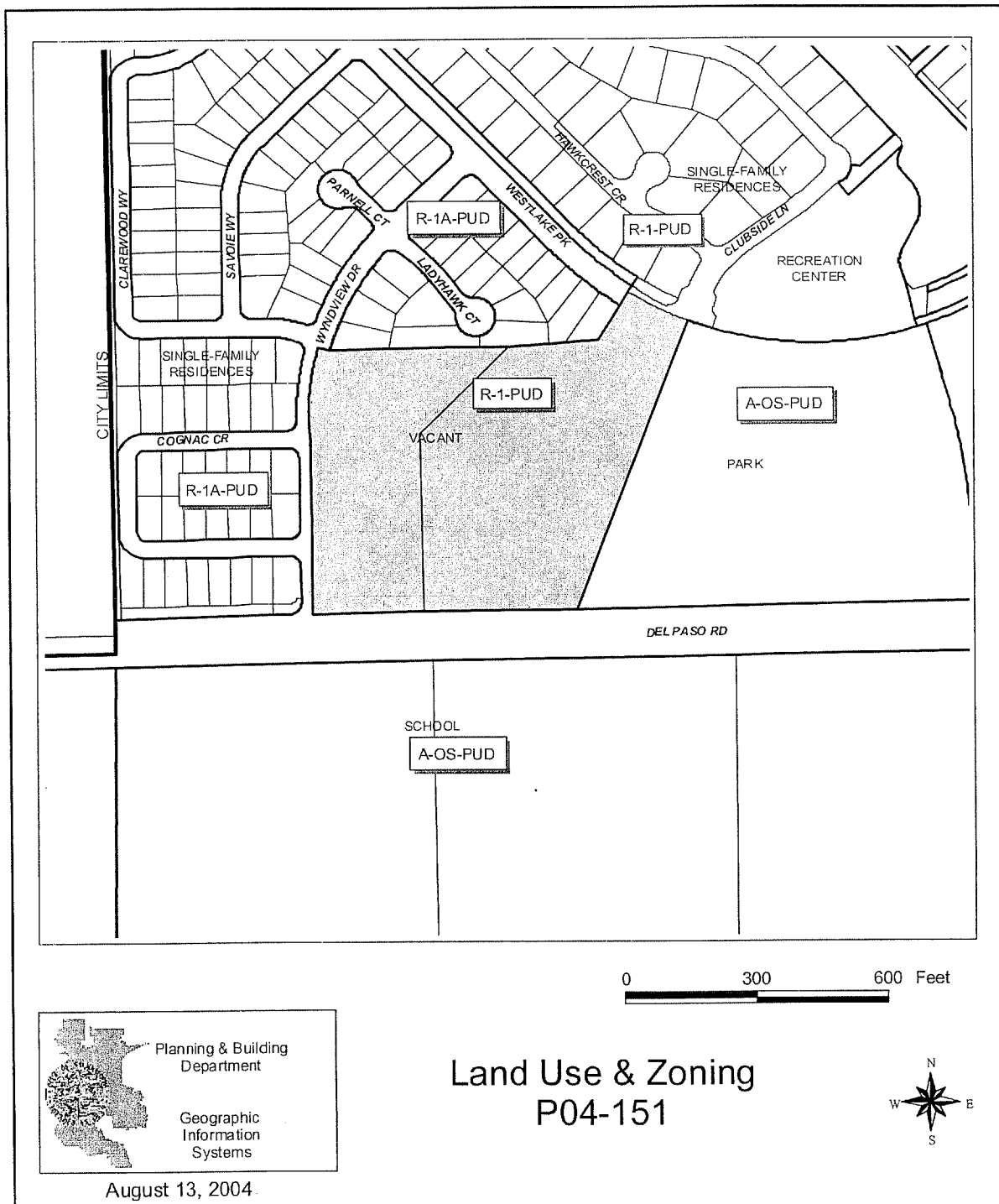


P04-151  
RECEIVED 11/01/04

Attachment 2 - Vicinity Map



Attachment 3 - Land Use & Zoning Map



## Attachment 4 - Letter from Concerned Citizen dated September 29, 2004

From concerned citizens of Westlake

September 29, 2004

TO:

Facilities & Planning Department  
Natomas Unified School District  
1901 Arena Boulevard  
Sacramento, CA 95834

RE: Proposed site location of future school in the proposed West Lakeside subdivision, west of existing Westlake subdivision

Dear Sir/Madam:

**The location in the proposed West Lakeside subdivision as mapped in the recent neighborhood flyer notice, might not be allowable as a proper site for a new school.** This is because the proposed West Lakeside site location for a future school would likely be the noisiest, most dangerous, worst learning environment in all of Sacramento County for a public school:

- a. Several years of exposure to Incessant Noise from frequent overhead aircraft could cause many school children to suffer stress, nervous disorders, and learning disabilities.
- b. Good teachers might not stay long at the West Lakeside school, because of the Nuisance and Disturbances from frequent low flying, loud, noisy overhead aircraft.
- c. Because of the worst location, the proposed West Lakeside school will likely acquire a Reputation as the Worst School in all of Sacramento County, thereby harming property values in the existing Westlake and other nearby communities served by the school.
- d. An affluent community like Westlake should never allow a school to be built on a site with such problems.

The proposed West Lakeside location is the most dangerous location for a school because an aircraft might falter on takeoff and crash into the school, killing hundreds of children. A crash on takeoff occurred a few years ago at the Mather airfield, fortunately the aircraft crashed into an automobile junkyard instead of homes or a school. It happened recently at Mather, so it can happen here.

- e. The proposed West Lakeside site is where aircraft are overhead and taking off only a few minutes apart at some times during the day.
- f. The proposed West Lakeside site is flown over by aircraft taking off at their noisiest, full power operation.
- g. The proposed West Lakeside site is flown over by air traffic at its lowest, loudest altitude than anywhere else all of North Natomas and all of Sacramento County.
- h. The proposed West Lakeside site is where overhead air traffic is at its highest density, because West Lakeside is under the area where the aircraft complete their takeoff and then fan out in all directions to disperse their noise impact.

**For the reasons given above, the Natomas Unified School District should not locate a school in the West Lakeside site location indicated on the flyer map.**



DEVELOPMENT SERVICES  
DEPARTMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

PLANNING DIVISION

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

**ADDENDUM TO AN ADOPTED NEGATIVE DECLARATION**

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:

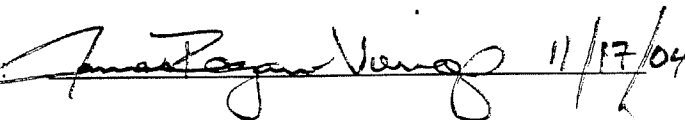
**Westlake – Parcel 31 (P04-151)** – The Westlake – Parcel 31 property (APN 225-1480-031 and –051) is located on the northeast corner of Del Paso Road and Wyndview Drive in the North Natomas Community Plan area. The proposed project involves obtaining the entitlements to allow the development of cluster 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:  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. 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 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 (see discussion under Question 2 below). 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  $\pm$  10 acres of R-1 PUD zoned land was analyzed in the prior Negative Declaration. The proposed change from school development to 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 use to 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 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

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### 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 in November 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. <u>AIR</u> <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 reduction<sup>1</sup> 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.

<sup>1</sup>Acceptable 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% PM<sub>10</sub> 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% PM<sub>10</sub> 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
4/5. <u>Plant and Animal Life</u> Would the proposal result in impacts to:			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

#### 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:**

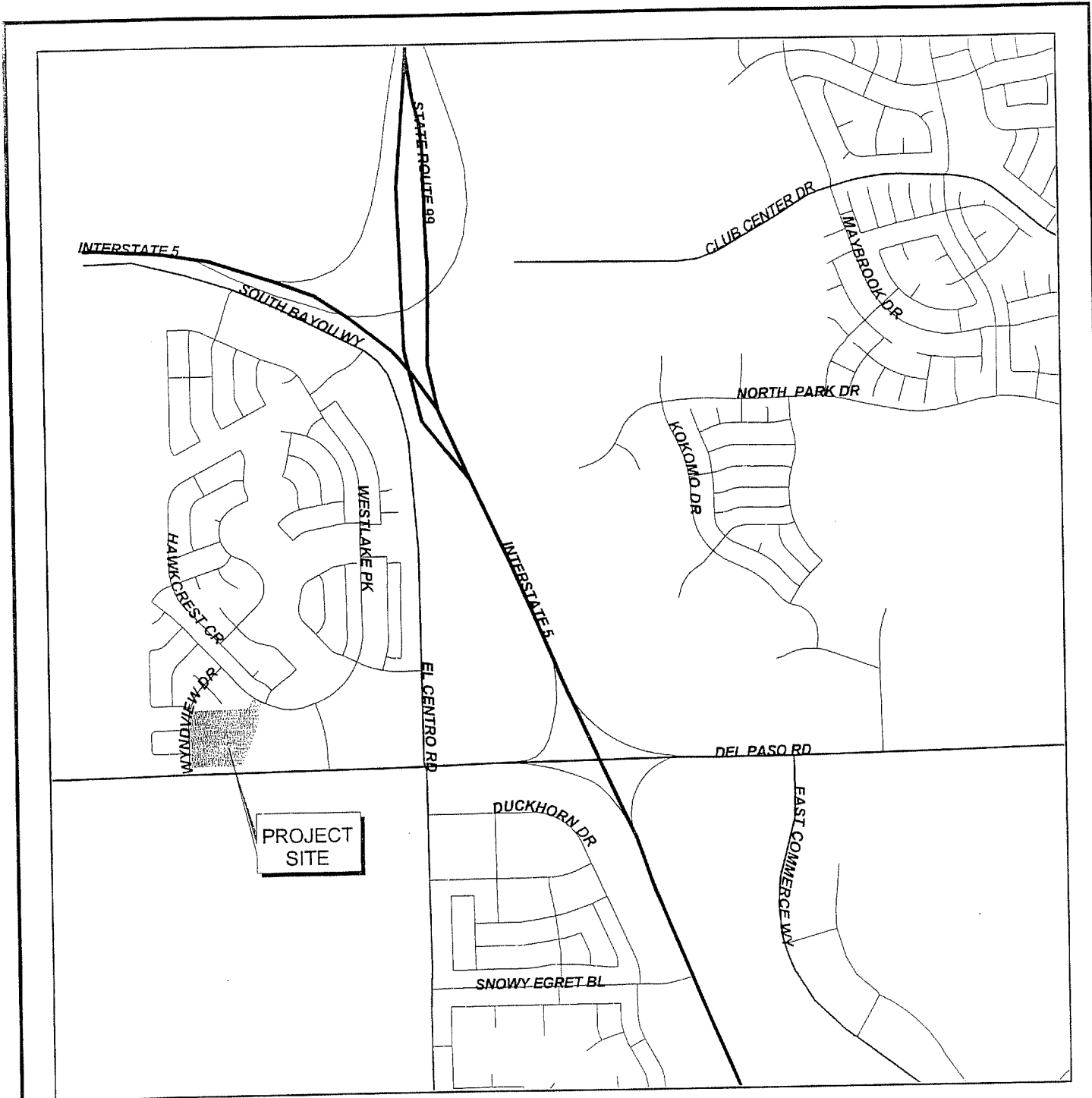
The project applicant/developer shall: (i) comply with all requirements of the 2003 NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions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

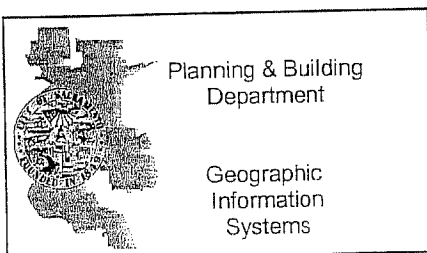


# **ATTACHMENT 1**

## ***Project Vicinity Map***



0 1000 2000 Feet



August 13, 2004

Vicinity Map  
P04-151



# **ATTACHMENT 2**

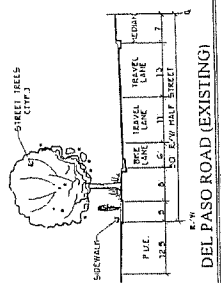
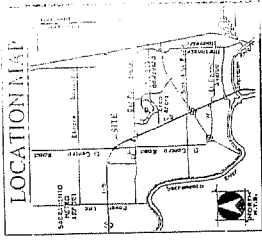
## ***Site Plan***

## TENTATIVE SUBDIVISION MAP

CITY OF SACRAMENTO, CALIFORNIA  
JULY 30, 2004  
(REVISED OCTOBER 8, 2004)  
(REVISED OCTOBER 29, 2004)

## LAND USE SUMMARY

LAND USE	NET AREAS	NET DWELLING UNITS	NET CONSULT
MEANS DENSITY RESIDENTIAL	1.50	101	13.8
ENCLOSURE PRIVATE DRIVE (LOTS 0 - 2)			
LANDSCAPE CORRIDOR	0.21	-	-
LOT 43	0.40	-	-
PUBLIC PARKING AREA			
LOT 13	0.14	-	-
PARKING AREA			
LOT 53	3.12	-	-
PUBLIC STREETS			
WIND-UP RD. - 2.5 ACRES (WIND-UP RD.)			
TOTAL	11.25	101	-



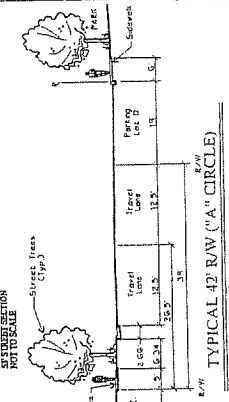
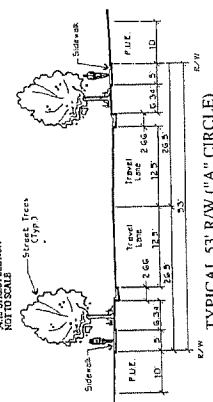
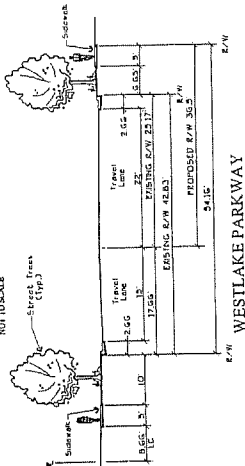
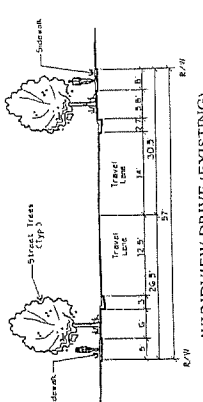
## PROJECT NOTES

**ASSASSINATOR'S PARCEL NO.**  
223-1480-031 + 031

**OWNER**  
JAMES L. GREGG  
7000 COLLEGE LANE DRIVE SUITE 101  
SACRAMENTO, CA 95826  
CONTACT: JAMES GREGG  
PHONE: (916) 486-2600

**APPLICANT/OWNER OFFER**  
1004 LARINA ROAD SUITE 200  
SACRAMENTO, CA 95834  
CONTACT: DAVID GREGG  
PHONE: (916) 486-1323

**ENGINEER/ENGINEER**  
1000-4000/CS INC.  
3301 C STREET BLDG. 100B  
SACRAMENTO, CA 95811  
CONTACT: JAMES GREGG  
PHONE: (916) 486-1323



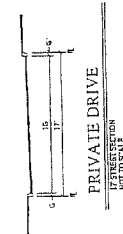
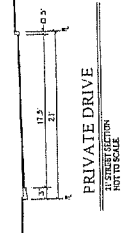
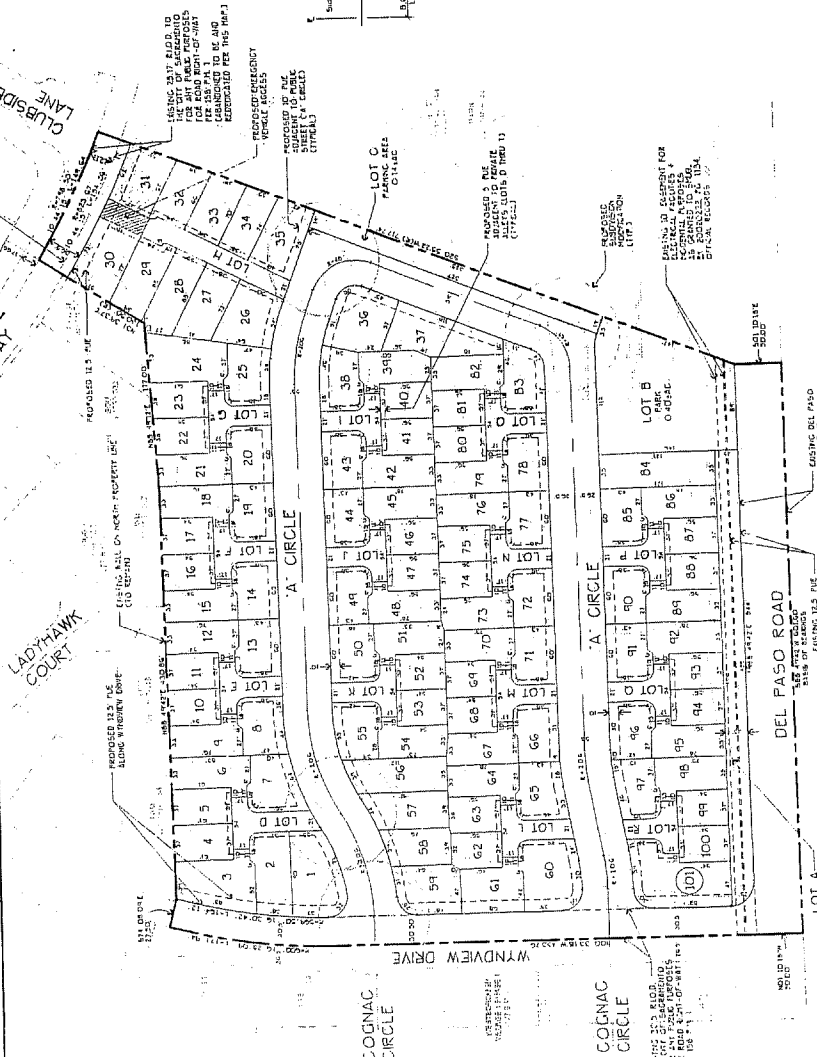
NOTES

1. CONTRACTOR RESERVES THE RIGHT TO FILL MULTIPLE HOLES WITH MATERIAL FROM ANY ONE OF THE SUBSURFICIAL MAP AREAS.
2. A 10' P.U.F. SHALL BE LOCATED ADJACENT TO ALL INTERNAL PUBLIC RIGHTS OF WAY EXCEPT WHERE ADJACENT TO PARK DRIVEWAYS.
3. A 12.5' P.U.F. SHALL BE LOCATED ADJACENT TO WET-LANE DRIVEWAYS & WINDSHIELD BASE PUBLIC RIGHTS OF WAY.
4. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SHALL BE SUBJECT TO THE FINAL MAP.

**WOOD ROGERS**  
ENGINEERING • MAPPING • PLANNING • SURVEYING  
3301 C St., Bldg. 100-B  
Sacramento, CA 95818  
Tel 916.341.7761  
Fax 916.341.7767

TENTATIVE SUBDIVISION MAP

PAGE 102



## **ATTACHMENT 3**

### ***Mitigation Agreement***

## MITIGATION AGREEMENT

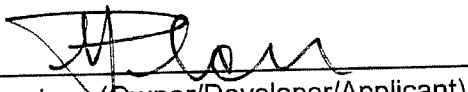
PROJECT NAME / FILE NUMBER: **Westlake Parcel 31 (P04-151)**

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

I, Greg 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. **Rezoning** 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

By: Lot Mende

For the Environmental Services Division Manager

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



# CITY OF SACRAMENTO

## INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento, CA 95814, (916) 264-7037, pursuant to CEQA Guidelines, Section 15063 (August 1, 1983).

**File No. and/or Project Name:** Westborough - P98-112  
**Project Location:** Northwest quadrant - Del Paso and El Centro Roads - North Natomas  
**Applicant - Name:** Lennar Communities c/o Don Barnett  
**Address:** 2240 Douglas Road, Ste. 200  
 Roseville, CA 95661

## ENVIRONMENTAL IMPACTS

		YES/MAYBE/NO
1.	<b>Earth.</b> Will the proposal result in:	
a.	Unstable earth conditions or in changes in geologic substructures?	/ / √
b.	Disruptions, displacements, compaction or overcovering of the soil?	√ / /
c.	Change in topography or ground surface relief features?	/ √ /
d.	The destruction, covering or modification of any unique geologic or physical features?	/ / √
e.	Any increase in wind or water erosion of soils, either on or off the site?	/ √ /
f.	Changes in deposition or erosion of beach sands, or changes in siltation deposition or erosion which may modify the channel of a river, stream, inlet or lake?	/ / √
g.	Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards?	/ √ /
2.	<b>Air.</b> Will the proposal result in:	
a.	Substantial air emissions or deterioration of ambient air quality?	/ √ /
b.	The creation of objectionable odors?	/ √ /
c.	Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	/ / √
3.	<b>Water.</b> Will the proposal result in:	
a.	Changes in currents, or the course of direction movements, in either marine or fresh waters?	/ / √
b.	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	√ / /
c.	Alterations to the course of flow of flood waters? (Storm waters)	√ / /
d.	Change in the amount of surface water in any water body?	/ / √
e.	Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	/ / √

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?           √          /          /

YES/MAYBE/NO

- d. Alterations to present patterns of circulation or movement of people and/or goods? √ / /
- e. Alterations to waterborne, rail or air traffic? / / √
- f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? / √ /
14. **Public Services.** Will the proposal have an effect upon, or result in need for new or altered governmental services in any of the following areas:
- a. Fire protection? / √ /
- b. Police protection? / √ /
- c. Schools? / √ /
- d. Parks or other recreational facilities? / √ /
- e. Maintenance of public facilities, including roads? / √ /
- f. Other governmental services? / √ /
15. **Energy.** Will the proposal result in:
- a. Use of substantial amounts of fuel or energy? / / √
- b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy? / / √
16. **Utilities.** Will the proposal result in a need for a new system, or substantial alterations to the following utilities:
- a. Power or natural gas? √ / /
- b. Communications systems? √ / /
- c. Water? √ / /
- d. Sewer or septic tanks? √ / /
- e. Storm water drainage? √ / /
- f. Solid waste and disposal? √ / /
17. **Human Health.** Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? / / √
- b. Exposure of people to potential health hazards? / / √
18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? / / √
19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? / / √
20. **Cultural Resources.**
- a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site? / √ /
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object? / √ /
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? / / √
- d. Will the proposal restrict existing religious or sacred uses within the potential impact area? / / √

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 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.

1992, Klineison and Associates; Westborough Property Biological Resources Assessment, EIP Associates, 1999; Westborough Local Drainage Report and Westborough Major Drainage Hydrology and Preliminary Hydraulic Design Study, Morton & Pitalo, 1998.

DETERMINATION

On the basis of this initial evaluation

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect on this case because the mitigation measures described in this Initial Study have been added to the project. A NEGATIVE DECLARATION WITH MITIGATION MEASURES WILL BE PREPARED.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: 7/21/99

SIGNATURE: 

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, 225-0030-0044, 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.

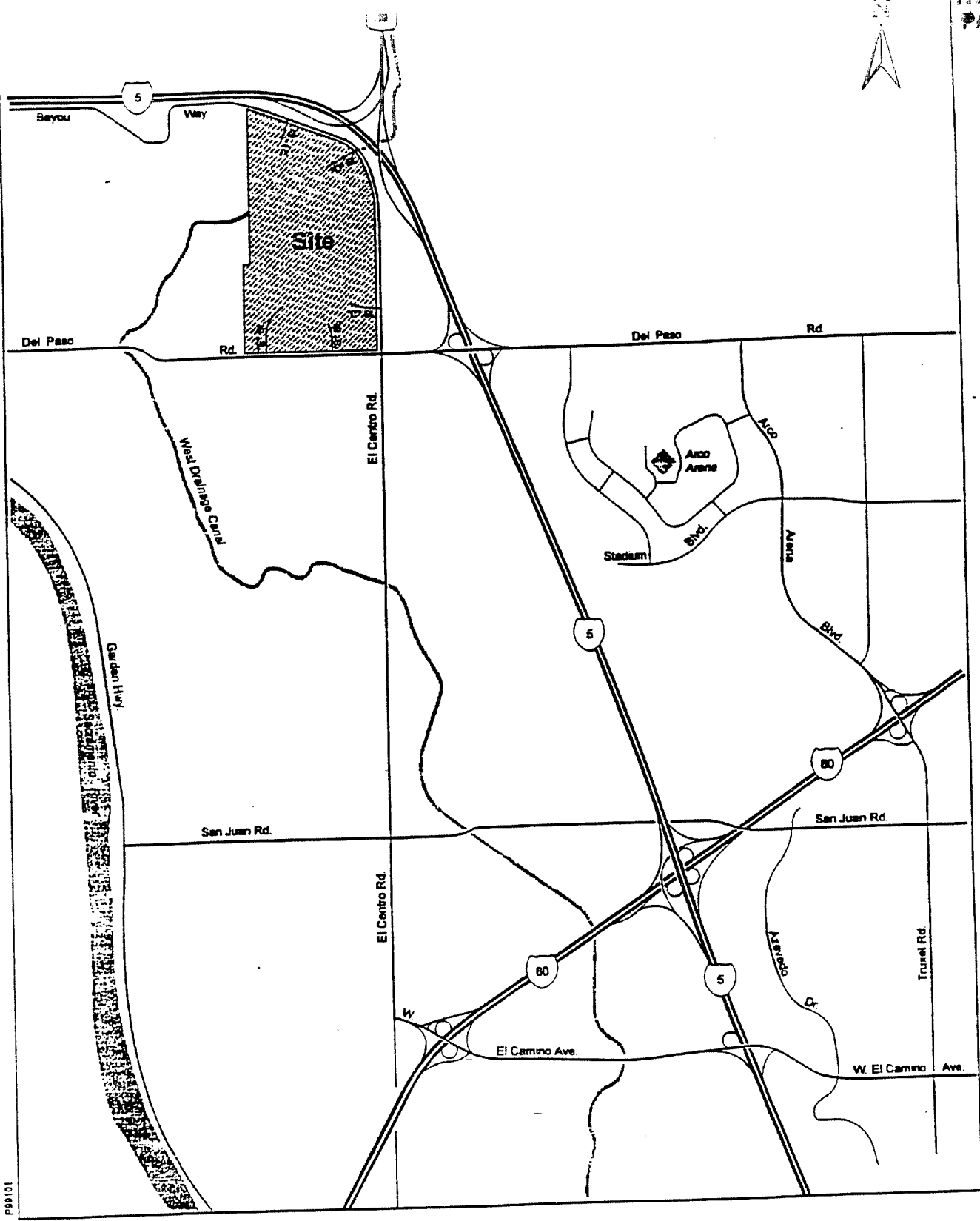


Figure 1  
Site Location

DKS Associates

**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).



P98-112 Westborough

13. Acoustical Analysis, Westborough Project by Brown-Buntin Associates (December 5, 1997)
14. Transportation and Circulation Analysis for Westborough by DKS Associates (May 24, 1999)
15. Westborough Local Drainage Report and Westborough Major Drainage Hydrology and Preliminary Hydraulic Design Study by Morton & Pitolo.

### **South Natomas Impacts**

Paragraph 13 of the North Natomas Settlement Agreement states that:

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

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

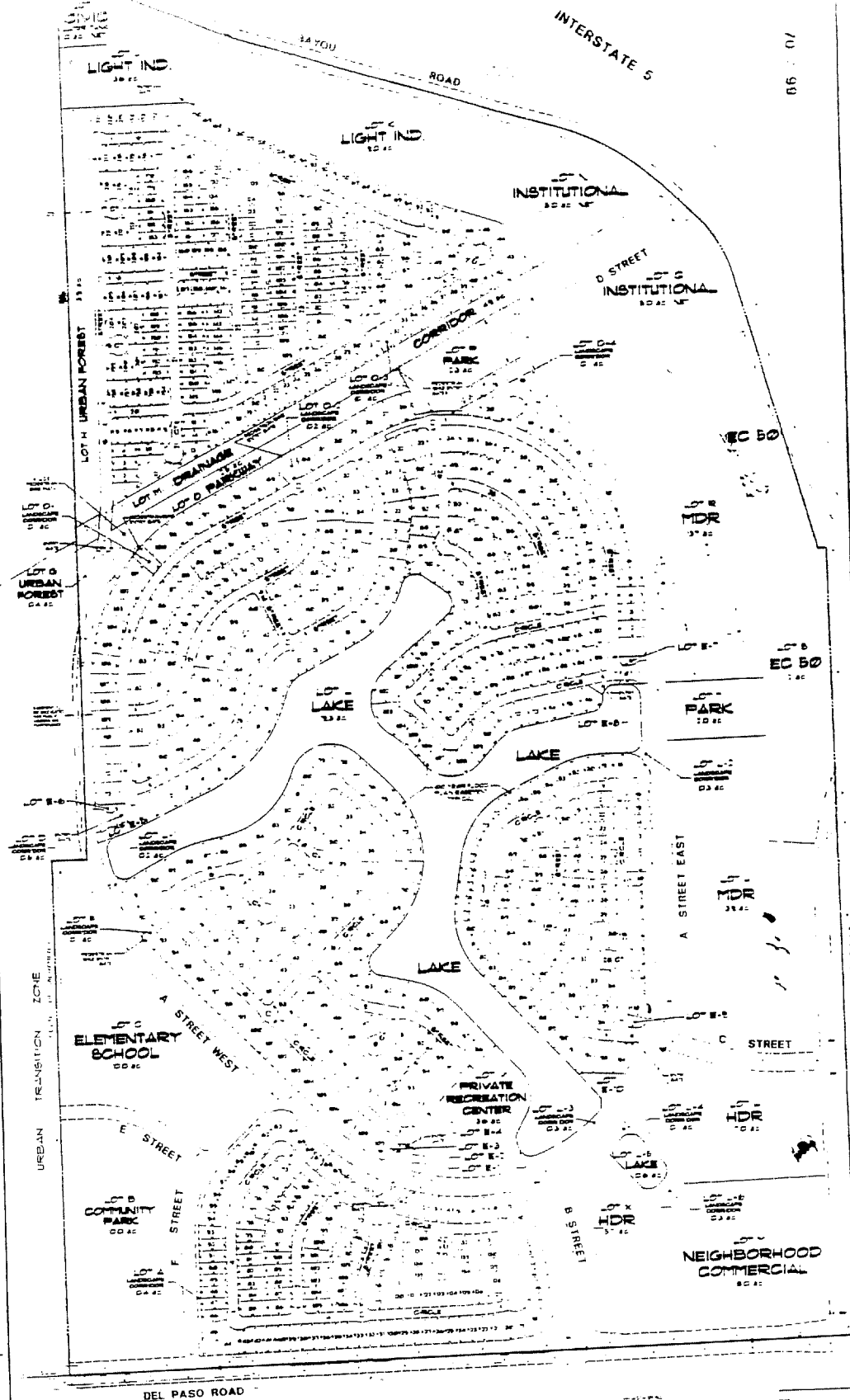
### **Project Description**

Lennar Communities has submitted this application in order to produce a Master Tentative Parcel Map to align property lines in general conformance with the land use designations of the 1994 North Natomas Community Plan and proposed amendments to the North Natomas Community Plan land use designations. Also, as listed above, various re-zones are requested, to align the various zoning categories consistent with the Community Plan designations, as amended. The total project area for "Westborough" (P98-112) is 331.0± gross acres which are proposed to be reconfigured (subdivided) into thirty lots, via a Master Parcelization Map, (Figure 2), and then ultimately into 1,248 parcels via a Tentative Subdivision Map (Figure 3).

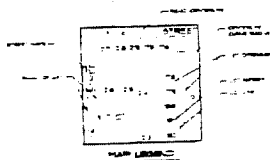
The applicant is proposing to subdivide six existing parcels into thirty lots consisting of six lots ranging from 18.0± to 36.7± acres per lot for Low Density residential use; two lots of 13.6± and 13.9± gross acres for Medium Density residential use; two lots of 7.8± and 8.7± acres for High Density 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 Detention Basin/lake on-site; one 4.9± gross acres lot for a drainage corridor; one 2.8± gross acre lot for a parkway; one 3.9± gross acre lot for an urban forest; and two lots of 1.0± gross acres each for civic uses (SMUD and the City of Sacramento).

The EC-50 and lots are proposed on the northeast edge of the project site, south of Interstate 5 (I-5). The neighborhood commercial site is on the southeastern edge, adjacent to the proposed High Density residential. The detention basin/lake is proposed as an amenity in the center of the project area, surrounded primarily by Low Density Residential (LD), with some Medium Density Residential (MD), High Density Residential (HD), and park area proposed. the Drainage Corridor and parkway will cross the northern portion of the site. The majority of the project south of the Parkway is proposed to be primarily LD. The Elementary School and a park site are adjacent to one another, in the southwestern portion of the site. The northern western edge of the project would include an urban forest (Figure 4).



[illegible]

WAGE AND SUPPLY		
WAGE	SUPPLY	WAGE
Wage in 1991	1.00	1.00
Wage in 1992	1.00	1.00
Wage in 1993	1.00	1.00
Wage in 1994	1.00	1.00
Wage in 1995	1.00	1.00
Wage in 1996	1.00	1.00
Wage in 1997	1.00	1.00
Wage in 1998	1.00	1.00
Wage in 1999	1.00	1.00
Wage in 2000	1.00	1.00
Wage in 2001	1.00	1.00
Wage in 2002	1.00	1.00
Wage in 2003	1.00	1.00
Wage in 2004	1.00	1.00
Wage in 2005	1.00	1.00
Wage in 2006	1.00	1.00
Wage in 2007	1.00	1.00
Wage in 2008	1.00	1.00
Wage in 2009	1.00	1.00
Wage in 2010	1.00	1.00
Wage in 2011	1.00	1.00
Wage in 2012	1.00	1.00
Wage in 2013	1.00	1.00
Wage in 2014	1.00	1.00
Wage in 2015	1.00	1.00
Wage in 2016	1.00	1.00
Wage in 2017	1.00	1.00
Wage in 2018	1.00	1.00
Wage in 2019	1.00	1.00
Wage in 2020	1.00	1.00
Wage in 2021	1.00	1.00
Wage in 2022	1.00	1.00
Wage in 2023	1.00	1.00
Wage in 2024	1.00	1.00
Wage in 2025	1.00	1.00
Wage in 2026	1.00	1.00
Wage in 2027	1.00	1.00
Wage in 2028	1.00	1.00
Wage in 2029	1.00	1.00
Wage in 2030	1.00	1.00
Wage in 2031	1.00	1.00
Wage in 2032	1.00	1.00
Wage in 2033	1.00	1.00
Wage in 2034	1.00	1.00
Wage in 2035	1.00	1.00
Wage in 2036	1.00	1.00
Wage in 2037	1.00	1.00
Wage in 2038	1.00	1.00
Wage in 2039	1.00	1.00
Wage in 2040	1.00	1.00
Wage in 2041	1.00	1.00
Wage in 2042	1.00	1.00
Wage in 2043	1.00	1.00
Wage in 2044	1.00	1.00
Wage in 2045	1.00	1.00
Wage in 2046	1.00	1.00
Wage in 2047	1.00	1.00
Wage in 2048	1.00	1.00
Wage in 2049	1.00	1.00
Wage in 2050	1.00	1.00
Wage in 2051	1.00	1.00
Wage in 2052	1.00	1.00
Wage in 2053	1.00	1.00
Wage in 2054	1.00	1.00
Wage in 2055	1.00	1.00
Wage in 2056	1.00	1.00
Wage in 2057	1.00	1.00
Wage in 2058	1.00	1.00
Wage in 2059	1.00	1.00
Wage in 2060	1.00	1.00
Wage in 2061	1.00	1.00
Wage in 2062	1.00	1.00
Wage in 2063	1.00	1.00
Wage in 2064	1.00	1.00
Wage in 2065	1.00	1.00
Wage in 2066	1.00	1.00
Wage in 2067	1.00	1.00
Wage in 2068	1.00	1.00
Wage in 2069	1.00	1.00
Wage in 2070	1.00	1.00
Wage in 2071	1.00	1.00
Wage in 2072	1.00	1.00
Wage in 2073	1.00	1.00
Wage in 2074	1.00	1.00
Wage in 2075	1.00	1.00
Wage in 2076	1.00	1.00
Wage in 2077	1.00	1.00
Wage in 2078	1.00	1.00
Wage in 2079	1.00	1.00
Wage in 2080	1.00	1.00
Wage in 2081	1.00	1.00
Wage in 2082	1.00	1.00
Wage in 2083	1.00	1.00
Wage in 2084	1.00	1.00
Wage in 2085	1.00	1.00
Wage in 2086	1.00	1.00
Wage in 2087	1.00	1.00
Wage in 2088	1.00	1.00
Wage in 2089	1.00	1.00
Wage in 2090	1.00	1.00
Wage in 2091	1.00	1.00
Wage in 2092	1.00	1.00
Wage in 2093	1.00	1.00
Wage in 2094	1.00	1.00
Wage in 2095	1.00	1.00
Wage in 2096	1.00	1.00
Wage in 2097	1.00	1.00
Wage in 2098	1.00	1.00
Wage in 2099	1.00	1.00
Wage in 2100	1.00	1.00



**TENTATIVE SUBDIVISION MAP  
WESTBOROUGH  
LENNAR COMMUNITIES**

**REINERS**  
INC

Figure 3 126

**GENERAL NOTES**

1. ALL DISTANCES ARE IN FEET UNLESS OTHERWISE NOTED.

2. THE PLANNED UNIT DEVELOPMENT (PUD) IS A CONCEPT OF DEVELOPMENT WHICH PROVIDES FOR A MIXED USE OF LANDS, INCLUDING RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND RECREATIONAL, WITHIN A SINGLE DEVELOPMENT.

3. THE PUD IS SUBJECT TO THE APPROVAL OF THE CITY OF SACRAMENTO, CALIFORNIA, AND THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

4. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

5. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

6. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

7. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

8. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

9. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

10. THE PUD IS SUBJECT TO THE APPROVAL OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES.

**LAND USE SCHEDULE**

LAND USE	AREA (ACRES)	PERCENTAGE OF TOTAL AREA
RESIDENTIAL	100.00	100.00%
COMMERCIAL	10.00	10.00%
INDUSTRIAL	10.00	10.00%
RECREATIONAL	10.00	10.00%
TOTAL	130.00	100.00%

**COMMERCIAL USE SCHEDULE**

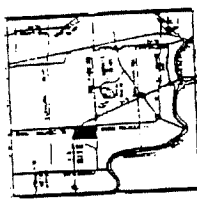
COMMERCIAL USE	AREA (ACRES)	PERCENTAGE OF TOTAL AREA
OFFICE	10.00	10.00%
RETAIL	10.00	10.00%
INDUSTRIAL	10.00	10.00%
TOTAL	30.00	30.00%

**RETAIL USE SCHEDULE**

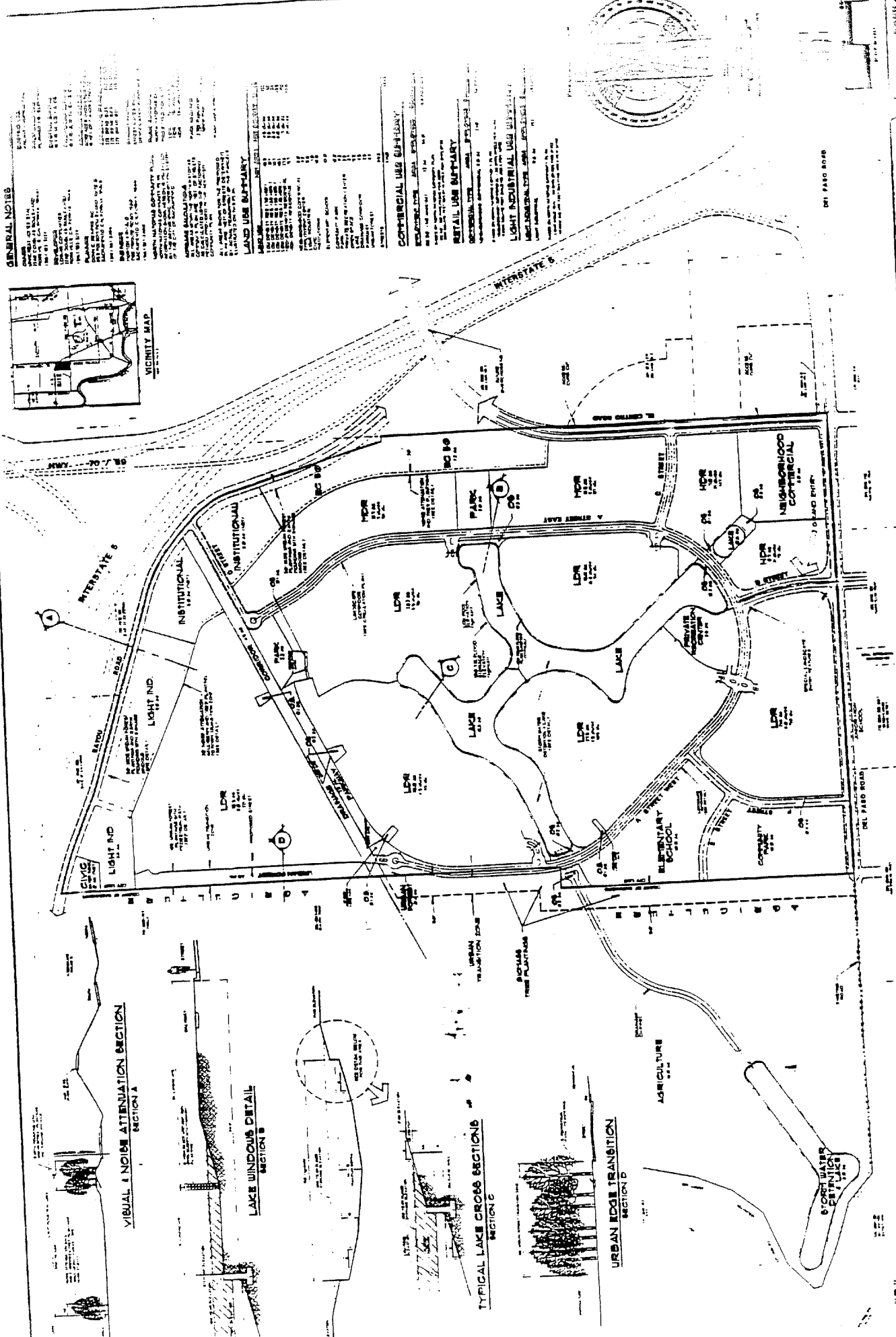
RETAIL USE	AREA (ACRES)	PERCENTAGE OF TOTAL AREA
RETAIL	10.00	10.00%
INDUSTRIAL	10.00	10.00%
TOTAL	20.00	20.00%

**INDUSTRIAL USE SCHEDULE**

INDUSTRIAL USE	AREA (ACRES)	PERCENTAGE OF TOTAL AREA
INDUSTRIAL	10.00	10.00%
TOTAL	10.00	10.00%



**VICINITY MAP**



**PLANNED UNIT DEVELOPMENT EXHIBIT  
WESTBOROUGH**

OCTOBER 1, 1988

LENNAR COMMUNITIES

W. J. P. & P. L. INC.

**Figure 4**

999-112 Westborough

The site has proposed access points from El Centro Road, Del Paso Road, and Bayou Road. There is an internal, 2+lane "spine street" with on-street and off-street bikeway facilities throughout the site. Entry gates would be placed at entrances to LD areas to restrict public access to these areas (see Figures 5 & 6). The project also proposes to eliminate the development of a planned Community roadway along the western portion of the site that would provide a through connection between Bayou Way and Del Paso Road.

The existing north-south leg of the Highland Canal is proposed to be rerouted underground along the western boundary of the project. The project proposes three alternatives for the irrigation conveyance along the west side of the project site in order to maintain service south of Del Paso Road. The Highland Canal (east-west portion onsite) would not be modified by the project, except for the construction of bridges to access the northern portion of the site.

Development in North Natomas is controlled by several documents including the 1994 North Natomas Community Plan and Development Guidelines, Special Conditions, and the North Natomas Settlement Agreement. The development process is further guided by the "North Natomas Processing Protocols", dated October 25, 1994. This application is being reviewed consistent with the above criteria. No structural construction is proposed at this time. Before such development may occur on-site, a Special Permit consistent with the PUD Schematic Plan and PUD Development Guidelines must be approved. The following information is required to be submitted with the Special Permit entitlement application:

- a) Reference previously recorded Development Agreement or submit Development Agreement request concurrently.
- b) Project Preliminary Review Letter.
- c) Completed application packet.
- d) Walking Contour exhibit indicating the 1/4 mile walking distances using actual walking routes between elementary schools, transit service, open space, and commercial uses (get a sample exhibit from the Planning department).
- e) Acoustical Study for those areas delineated as having a noise level over 60 db  $L_{dn}$ . Provide mitigation plan.
- f) Phase I Toxic Soils Study.
- g) Demonstration of compliance with the City Transportation Systems Management (TSM) Ordinance that requires a community-wide 35% trip reduction goal during peak hours and assures coordination among the various users within the PUD.
- h) Demonstration of compliance with the Air Quality Mitigation Strategy that achieves the 35% reduction in Reactive Organic Gases (ROG) goal and assures coordination among the various users within the PUD.
- i) Plan for Installation of Ground Water Monitoring Wells to be located within and around the periphery of industrial uses proposed within the PUD, if required.
- j) Comprehensive Drainage Plan Agreements between property owner and the City and between property owner and all other owners within the detention basin subarea ("Boiler plate" drafted by the City Utility department and modified for each project).

Future development entitlement requests will be reviewed pursuant to the above mentioned criteria.

The adopted community plan land use designations are Employment Center-50 and 65(EC-50 and EC-65), Neighborhood Commercial (NC), Convenience Commercial (CC), Highway Commercial (HC), Light Industrial (LI), Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Institutional (I), Elementary School (ES), Parks (P), Open Space (OS), and Civic Uses (CIVIC). The property is currently zoned Agriculture (A) and Manufacturing, Research, and Development-Maximum 20 Percent Office-Planned Unit Development (MRD-20-PUD). The proposed changes in zoning are consistent with the

W. H. HARRIS  
INC.  
ENGINEERS AND PLANNERS

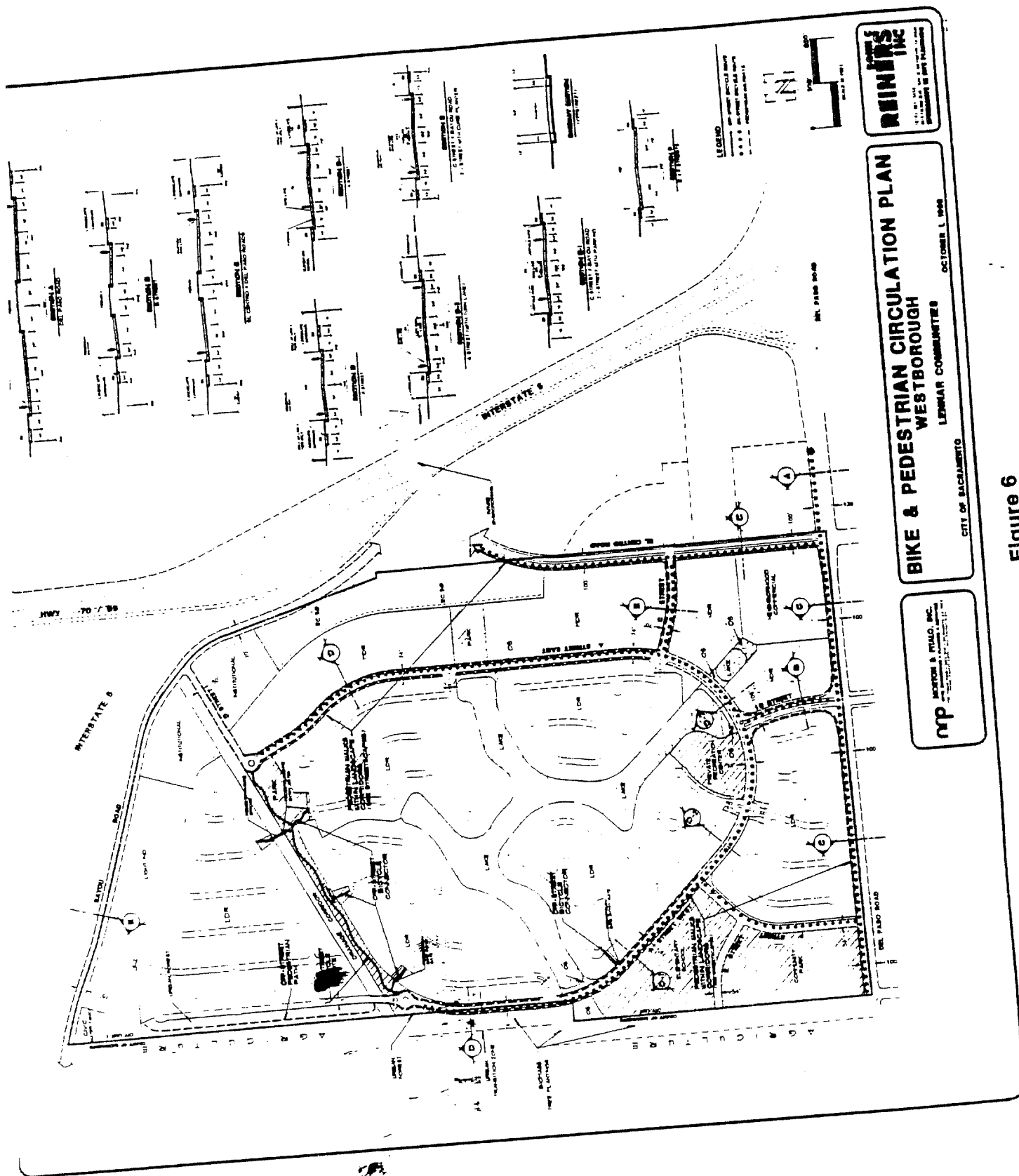
**VEHICULAR CIRCULATION PLAN  
WESTBOROUGH**  
LENNAR COMMUNITIES

CITY OF SACRAMENTO  
OCTOBER 1988

np  
NORTON & PHILLIPS, INC.



Figure 5



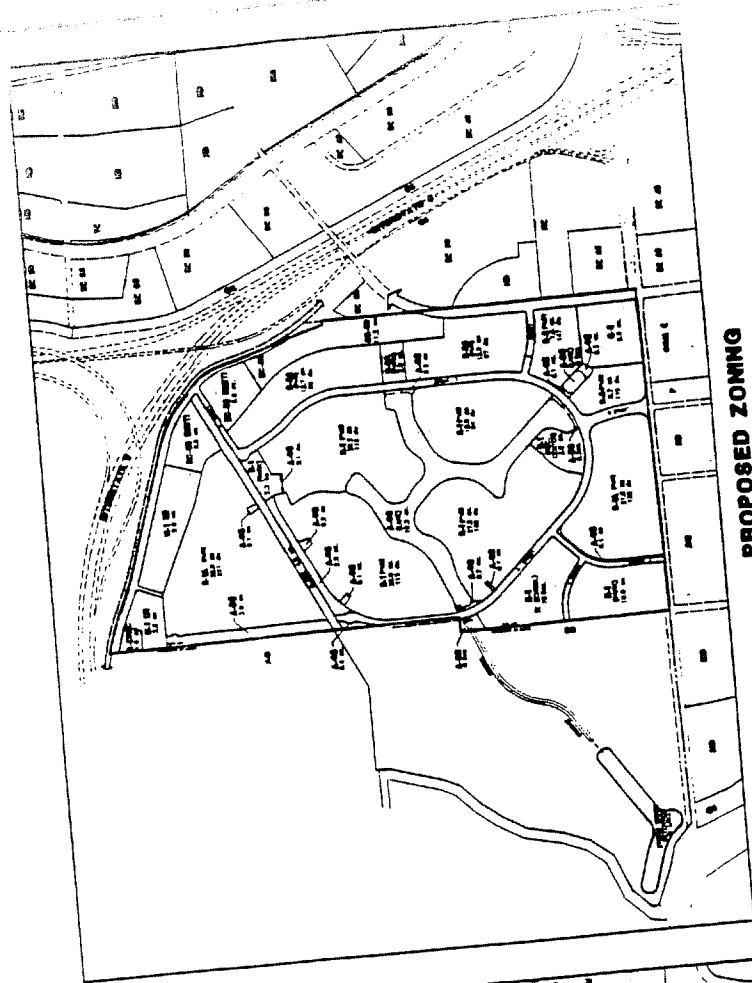
Agg. 1102 Westborough

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

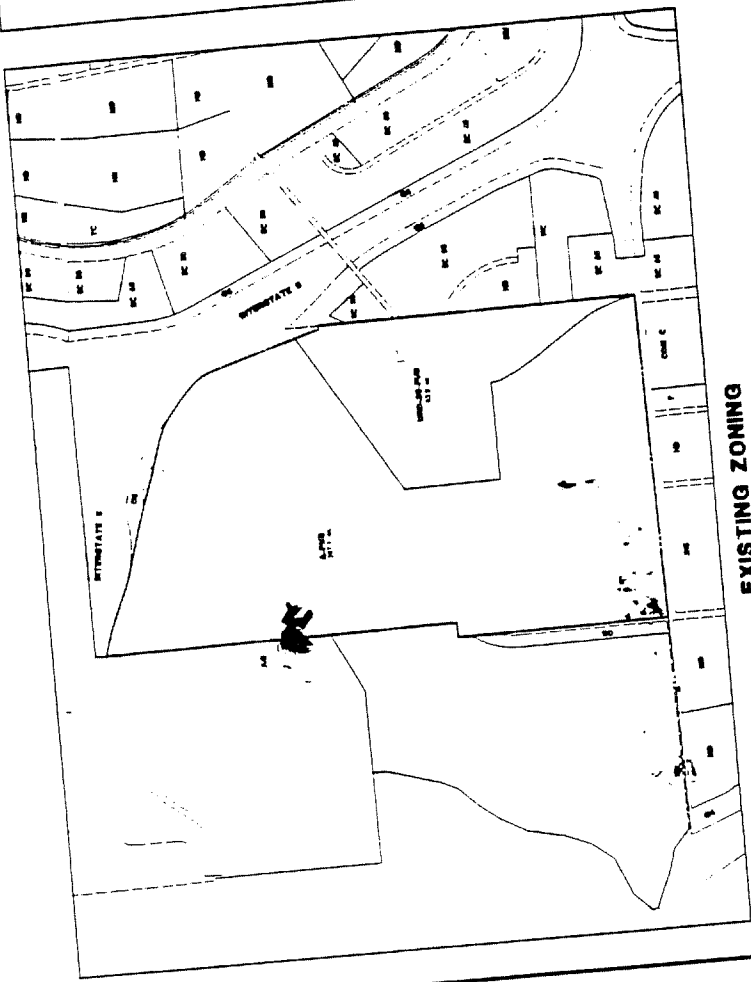
The Master Tentative Parcel Map Ordinance has been enacted by the City pursuant to its constitutional authority as a charter city, to regulate land division where not preempted by the Subdivision Map Act. The purpose and intent of the master parcel map process is to allow subdivision of land to correspond 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 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 ZONING



EXISTING ZONING

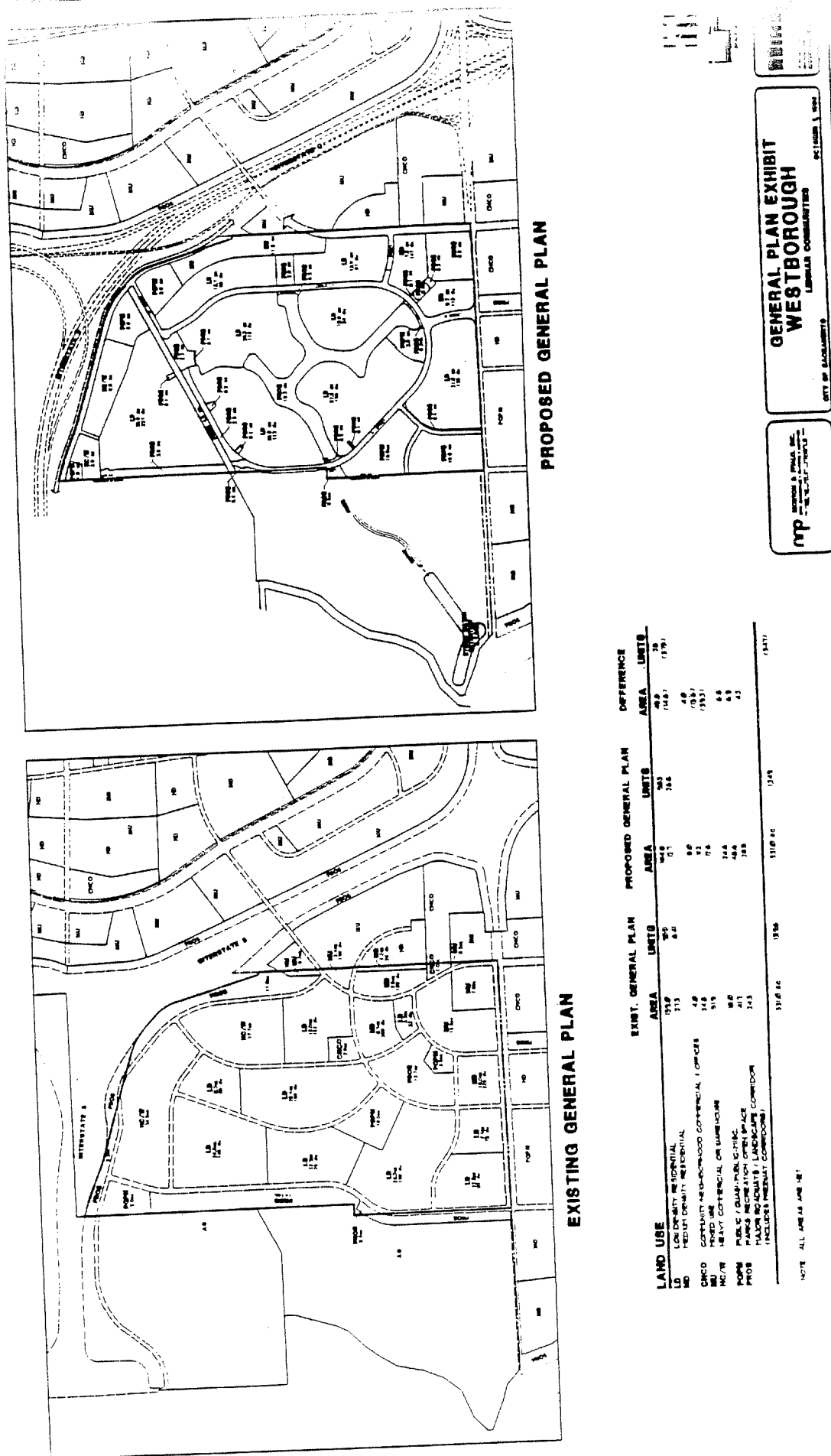
LAND USE	EXISTING ZONING		PROPOSED ZONING	
	AREA	UNITS	AREA	UNITS
R-1 (R2)			21.5	431
R-2 (R3)			15.5	304
R-3 (R4)			15.5	304
R-4 (R5)			8.1	154
R-5 (R6)			8.1	154
R-6 (R7)			8.1	154
R-7 (R8)			8.1	154
R-8 (R9)			8.1	154
R-9 (R10)			8.1	154
R-10 (R11)			8.1	154
R-11 (R12)			8.1	154
R-12 (R13)			8.1	154
R-13 (R14)			8.1	154
R-14 (R15)			8.1	154
R-15 (R16)			8.1	154
R-16 (R17)			8.1	154
R-17 (R18)			8.1	154
R-18 (R19)			8.1	154
R-19 (R20)			8.1	154
R-20 (R21)			8.1	154
R-21 (R22)			8.1	154
R-22 (R23)			8.1	154
R-23 (R24)			8.1	154
R-24 (R25)			8.1	154
R-25 (R26)			8.1	154
R-26 (R27)			8.1	154
R-27 (R28)			8.1	154
R-28 (R29)			8.1	154
R-29 (R30)			8.1	154
R-30 (R31)			8.1	154
R-31 (R32)			8.1	154
R-32 (R33)			8.1	154
R-33 (R34)			8.1	154
R-34 (R35)			8.1	154
R-35 (R36)			8.1	154
R-36 (R37)			8.1	154
R-37 (R38)			8.1	154
R-38 (R39)			8.1	154
R-39 (R40)			8.1	154
R-40 (R41)			8.1	154
R-41 (R42)			8.1	154
R-42 (R43)			8.1	154
R-43 (R44)			8.1	154
R-44 (R45)			8.1	154
R-45 (R46)			8.1	154
R-46 (R47)			8.1	154
R-47 (R48)			8.1	154
R-48 (R49)			8.1	154
R-49 (R50)			8.1	154
R-50 (R51)			8.1	154
R-51 (R52)			8.1	154
R-52 (R53)			8.1	154
R-53 (R54)			8.1	154
R-54 (R55)			8.1	154
R-55 (R56)			8.1	154
R-56 (R57)			8.1	154
R-57 (R58)			8.1	154
R-58 (R59)			8.1	154
R-59 (R60)			8.1	154
R-60 (R61)			8.1	154
R-61 (R62)			8.1	154
R-62 (R63)			8.1	154
R-63 (R64)			8.1	154
R-64 (R65)			8.1	154
R-65 (R66)			8.1	154
R-66 (R67)			8.1	154
R-67 (R68)			8.1	154
R-68 (R69)			8.1	154
R-69 (R70)			8.1	154
R-70 (R71)			8.1	154
R-71 (R72)			8.1	154
R-72 (R73)			8.1	154
R-73 (R74)			8.1	154
R-74 (R75)			8.1	154
R-75 (R76)			8.1	154
R-76 (R77)			8.1	154
R-77 (R78)			8.1	154
R-78 (R79)			8.1	154
R-79 (R80)			8.1	154
R-80 (R81)			8.1	154
R-81 (R82)			8.1	154
R-82 (R83)			8.1	154
R-83 (R84)			8.1	154
R-84 (R85)			8.1	154
R-85 (R86)			8.1	154
R-86 (R87)			8.1	154
R-87 (R88)			8.1	154
R-88 (R89)			8.1	154
R-89 (R90)			8.1	154
R-90 (R91)			8.1	154
R-91 (R92)			8.1	154
R-92 (R93)			8.1	154
R-93 (R94)			8.1	154
R-94 (R95)			8.1	154
R-95 (R96)			8.1	154
R-96 (R97)			8.1	154
R-97 (R98)			8.1	154
R-98 (R99)			8.1	154
R-99 (R100)			8.1	154

NOTE: ALL AREAS ARE NET

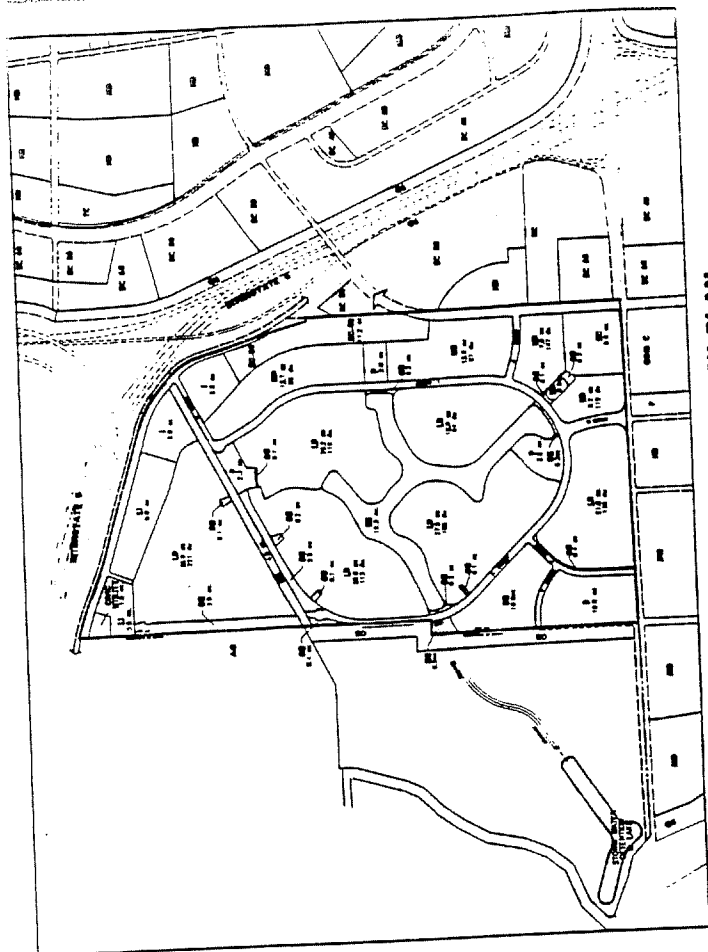
REZONE EXHIBIT  
WESTBOROUGH  
LANDS COMMITTEE

City of Westborough  
Westborough, MA  
Westborough, MA

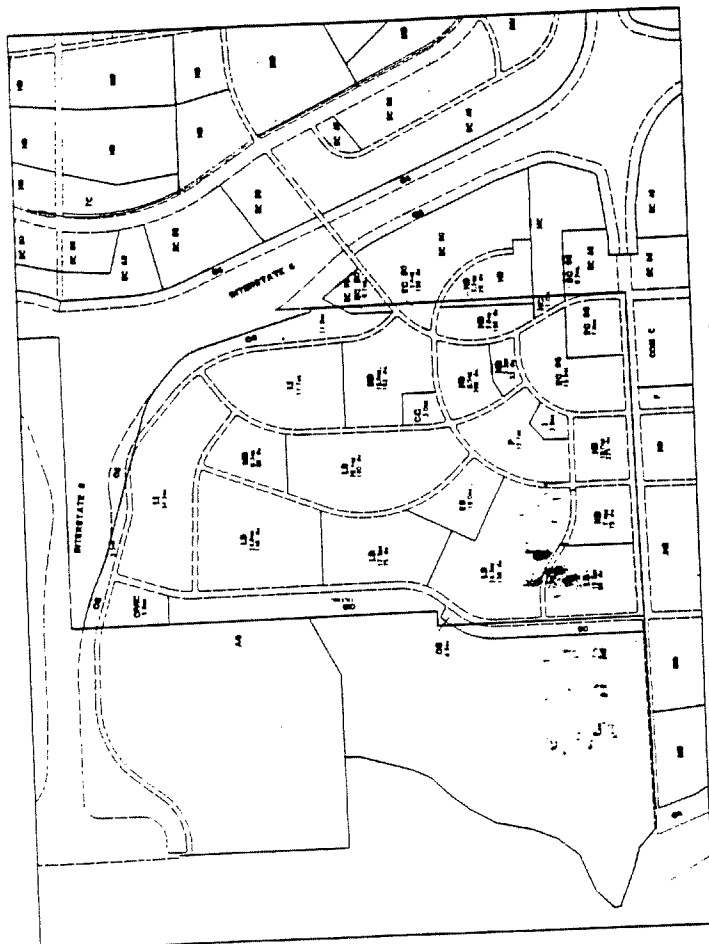
Figure 7



### Figure 8



PROPOSED COMMUNITY PLAN



EXISTING COMMUNITY PLAN

LAND USE	EXIST. COMMUNITY PLAN	PROPOSED COMMUNITY PLAN	DIFFERENCE
	AREA ACRES	AREA ACRES	AREA ACRES
LD	10.0	10.0	0.0
MD	10.0	10.0	0.0
LC	10.0	10.0	0.0
LC-2	10.0	10.0	0.0
LC-3	10.0	10.0	0.0
LC-4	10.0	10.0	0.0
LC-5	10.0	10.0	0.0
LC-6	10.0	10.0	0.0
LC-7	10.0	10.0	0.0
LC-8	10.0	10.0	0.0
LC-9	10.0	10.0	0.0
LC-10	10.0	10.0	0.0
LC-11	10.0	10.0	0.0
LC-12	10.0	10.0	0.0
LC-13	10.0	10.0	0.0
LC-14	10.0	10.0	0.0
LC-15	10.0	10.0	0.0
LC-16	10.0	10.0	0.0
LC-17	10.0	10.0	0.0
LC-18	10.0	10.0	0.0
LC-19	10.0	10.0	0.0
LC-20	10.0	10.0	0.0
LC-21	10.0	10.0	0.0
LC-22	10.0	10.0	0.0
LC-23	10.0	10.0	0.0
LC-24	10.0	10.0	0.0
LC-25	10.0	10.0	0.0
LC-26	10.0	10.0	0.0
LC-27	10.0	10.0	0.0
LC-28	10.0	10.0	0.0
LC-29	10.0	10.0	0.0
LC-30	10.0	10.0	0.0
LC-31	10.0	10.0	0.0
LC-32	10.0	10.0	0.0
LC-33	10.0	10.0	0.0
LC-34	10.0	10.0	0.0
LC-35	10.0	10.0	0.0
LC-36	10.0	10.0	0.0
LC-37	10.0	10.0	0.0
LC-38	10.0	10.0	0.0
LC-39	10.0	10.0	0.0
LC-40	10.0	10.0	0.0
LC-41	10.0	10.0	0.0
LC-42	10.0	10.0	0.0
LC-43	10.0	10.0	0.0
LC-44	10.0	10.0	0.0
LC-45	10.0	10.0	0.0
LC-46	10.0	10.0	0.0
LC-47	10.0	10.0	0.0
LC-48	10.0	10.0	0.0
LC-49	10.0	10.0	0.0
LC-50	10.0	10.0	0.0
LC-51	10.0	10.0	0.0
LC-52	10.0	10.0	0.0
LC-53	10.0	10.0	0.0
LC-54	10.0	10.0	0.0
LC-55	10.0	10.0	0.0
LC-56	10.0	10.0	0.0
LC-57	10.0	10.0	0.0
LC-58	10.0	10.0	0.0
LC-59	10.0	10.0	0.0
LC-60	10.0	10.0	0.0
LC-61	10.0	10.0	0.0
LC-62	10.0	10.0	0.0
LC-63	10.0	10.0	0.0
LC-64	10.0	10.0	0.0
LC-65	10.0	10.0	0.0
LC-66	10.0	10.0	0.0
LC-67	10.0	10.0	0.0
LC-68	10.0	10.0	0.0
LC-69	10.0	10.0	0.0
LC-70	10.0	10.0	0.0
LC-71	10.0	10.0	0.0
LC-72	10.0	10.0	0.0
LC-73	10.0	10.0	0.0
LC-74	10.0	10.0	0.0
LC-75	10.0	10.0	0.0
LC-76	10.0	10.0	0.0
LC-77	10.0	10.0	0.0
LC-78	10.0	10.0	0.0
LC-79	10.0	10.0	0.0
LC-80	10.0	10.0	0.0
LC-81	10.0	10.0	0.0
LC-82	10.0	10.0	0.0
LC-83	10.0	10.0	0.0
LC-84	10.0	10.0	0.0
LC-85	10.0	10.0	0.0
LC-86	10.0	10.0	0.0
LC-87	10.0	10.0	0.0
LC-88	10.0	10.0	0.0
LC-89	10.0	10.0	0.0
LC-90	10.0	10.0	0.0
LC-91	10.0	10.0	0.0
LC-92	10.0	10.0	0.0
LC-93	10.0	10.0	0.0
LC-94	10.0	10.0	0.0
LC-95	10.0	10.0	0.0
LC-96	10.0	10.0	0.0
LC-97	10.0	10.0	0.0
LC-98	10.0	10.0	0.0
LC-99	10.0	10.0	0.0
LC-100	10.0	10.0	0.0

NOTE: ALL AREAS ARE NET

Figure 9

## 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.

DGB-112 Westborough

Ground Water: Four borings completed at the site for this investigation drilled between March 30 and April 2, 1999 (Borings No. 1 through 4) initially encountered ground water at depths from 14 to 24 feet below the existing ground surface. Ground water was observed stabilizing approximately 11 to 14 feet below the existing ground surface approximately elevations (+9 to +6 feet msl). A summary of the ground water readings is contained below.

Ground Water Depth  
(feet below existing ground surface)

Date	Boring	
	MW1	MW2
04/07/99	7.9	9.4
04/22/99	7.3	9.0
04/26/99	7.3	8.9
04/28/99	7.2	8.8

Review of the available DWR water well data indicates an average ground water levels at approximate elevation +5 to +10 feet, mean sea level (msl). This data suggests ground water within the area may have risen temporarily to within three feet of the ground surface during years of high precipitation, with a low of 13.7 feet below the ground surface.

Bearing Capacity: The Wallace-Kuhl field investigation indicates the near-surface soils to be disturbed and of variable density. These soils are known to be capable of safely supporting the proposed residential structures, pavements, and one-and two-story commercial and office buildings, if the near-surface soils are recompacted as engineered fill. Larger commercial, industrial and office buildings will require excavation and recompaction to improve the support capacity of the soils. Founding the larger structures, such as drilled piers or driven piling on deep foundations, may also be used.

Soil Expansion Potential: Laboratory testing of the on-site soils, combined with previous Wallace-Kuhl experience with the soils in this area of Sacramento, indicate the native surface and near-surface soils to be highly plastic clays with a high to very high potential for expansion when tested in accordance with the ASTM D4829 test method. These soils are expected to experience significant volume changes with increasing or decreasing soil moisture content, and are considered capable exerting significant expansion pressures upon foundations and concrete slabs-on-grade, especially exterior flatwork such as sidewalks and driveways. A major consideration in development of this site will be to reduce the detrimental effects of expansion pressures caused by subgrade moisture variations. Possible methods to reduce these effects would be deepened continuous perimeter foundations, supporting the structures on deep foundations, importation of granular fill for the top of building pads, chemical amendment of the native soils (i.e. lime treatment), and/or post-tensioned foundations.

Ground Water: The Wallace-Kuhl field investigation revealed that ground water levels at the site are expected to be encountered during the excavation for the lake. Ground water levels are variable, ranging from a low of +3 feet msl to a high of +14 feet msl. Analyses of Wallace-Kuhl field observations and historic DWR water well data indicates that seasonal water levels at or near the site typically have risen to within approximately three feet below existing site grade during periods of peak precipitation.

In an earlier Wallace-Kuhl geotechnical report (1987) the "Sacramento Valley Seepage Investigation", Bulletin No. 125, State of California Department of Water Resources, August, 1967 does not identify seepage problems in this area during the extreme high water conditions experienced in 1963 and 1965 on the Sacramento River. It is not anticipated that surface seepage originating from such conditions will have a significant impact on development of this property.

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.

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A third alternate would be pier and grade beam foundations with an interior raised-wood floor. The piers would need to extend at least five to six feet below grade.

### *Commercial/Office Structures*

Commercial and office structures one to two stories in height also may be supported upon continuous and isolated spread foundations extending 18 to 24 inches below grade. Foundations should be reinforced. A total load bearing capacity of approximately 3,000 pounds per square foot (psf) likely will be suitable for sizing foundations.

Commercial and office structures greater than two stories in height could be supported by a drilled pier or deepened spread foundation system extending at least five feet below grade to bear in the denser silty soils. Bearing pressures in the range of 4,000 to 5,000 psf (total load) will be suitable for foundations extending to this depth.

### *Industrial and Multiple-story Structures*

Heavy industrial buildings or multiple-story office/commercial buildings could be supported on deep drilled piers or driven piling. Drilled piers could be designed as friction piers because ground water would be encountered and may make them difficult to construct. Dewatering of the pier holes can be eliminated by using cast-in-place piers constructed with tremie methods.

Driven piling for large structures could consist of 12-inch square precast, prestressed concrete piles. Due to the soil type, the piles would need to extend at least 25 feet below existing grades, and could be relied on to carry a dead plus live load of 60 tons (80 tons total load).

Interior Floor Slab Support: Interior slabs-on-grade would be suitable for residential, commercial, office and industrial buildings. Welded wire mesh or reinforcing steel bars should be used to reinforce interior slabs. Placement of the reinforcement near the mid-depth of the slab is crucial to its performance.

A typical capillary break (clean gravel) should underlie the slabs. A vapor barrier and sand could be used where moisture sensitive floor coverings (carpet or linoleum) are to be used. Class 2 aggregate base could be used beneath heavily loaded floor slabs to provide increased support capacity. Presaturation of the soil prior to slab placement likely would be recommended for residential and smaller office construction. With larger buildings, use of select material in the upper 12 inches or lime treatment of the top 12 inches would be a better means to reduce potential risk of slab uplift due to expansive characteristics of the clay.

Lake/Detention Basin Construction: With the understanding that the bottom of the lake/detention basin planned for the site will extend below the existing ground water elevations at the site, and that the lake/detention basin will be a "wet" basin and will contain water at levels of +12- +13 feet msl throughout the year. It appears that there is sufficient clay to achieve this condition. However, the type and thickness of soils should be checked by shallow test pits before construction of the lake/detention basin. If at least 12 inches of fine-grained clayey silts and clays are present, the soils must be deep ripped and recompacted to at least 90 percent of the ATSM D21557 maximum dry density. The liner should extend up along the side slopes of the lake/detention basin.

Pavement Design: A pavement design analyses based upon the results of laboratory tests on representative samples of the subgrade soils and design traffic indices (TI) required by the City of Sacramento Department of Public Works was completed. Wallace - Kuhl has calculated the following preliminary pavement sections using the procedures contained within the "Flexible Pavement Structural

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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>	$\frac{2.5}{3.5}$	$\frac{8}{6}$	—
40 to 44	<u>6.0</u>	$\frac{3}{4}$ 5	$\frac{14}{12}$ 10	—
64	<u>7.0</u>	$\frac{3}{4}$ 5 —	$\frac{17}{15}$ 13 4	— — 6
84	<u>9.0</u>	$\frac{4}{6}$ —	$\frac{23}{19}$ 6	— — 7
110	<u>10.0</u>	$\frac{5}{6}$ —	$\frac{25}{23}$ 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



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seismic designs for the proposed structures as required by the Planning and Development Department. Satisfaction of these Planning and Development Department conditions is required prior to the issuance of building permits. If the potential for geologic, soils, or seismic hazards exists on the site, the Planning and Development Department will require that the UBC standards be met in order to ensure proper design to mitigate potential impacts.

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

#### NORTH NATOMAS IMPACT:

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

#### SOUTH NATOMAS IMPACT:

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

## 2. AIR

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

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

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

The 1986-2006 SGPU DEIR identified urban emission sources as the primary source for existing air quality problems (Z-6). According to the DEIR, federal air quality standards for Ozone and Carbon Monoxide (CO) have been exceeded several times in Sacramento County. Sacramento County is currently a federal and state non-attainment area for ozone and PM-10 (particulate matter 10 microns or smaller in size). Ozone levels and localized carbon monoxide increases in the Sacramento region

resulting from traffic associated with the SGPU buildout represent unavoidable significant adverse impacts (SGPU EIR, Z-60 and Z-67). A Statement of Findings and Overriding Considerations was adopted by the City Council for the 1986-2006 SGPU. Specific ozone, carbon monoxide (CO), and PM-10 impacts are discussed below.

Vehicles associated with the project will produce those emissions that contribute to regional ozone and localized CO air quality impacts. 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)

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

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

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

The Transportation Systems Management (TSM) Element and the required detailed Air Quality Mitigation Strategy of the North Natomas Community Plan were found to substantially lessen all the significant and potentially significant air quality impacts resulting from development of the North Natomas Community Plan area. The TSM element establishes a goal of 35 percent reduction in peak hour vehicle trips. This will assist in achieving an adequate level of service on North Natomas arterials. The Air Quality Mitigation Strategy establishes a community-wide goal of a 35 percent reduction in traffic and other related ROG's to assist in achieving and maintaining federal ozone standards.

#### Project Related Impacts

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

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

The City Planning and Development and Public Works Departments, with and the Sacramento Metropolitan Air Quality Management District (SMAQMD), will verify that a 35 percent community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Mitigation Strategy. All new residential development must reduce ROG emissions by a minimum of 20 percent compared to the single occupant vehicle baseline. All non-residential development must reduce

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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

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contribution to project specific and cumulative air quality impacts below a level of significance.

#### MITIGATION:

##### Mitigation Measure #1:

The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.

#### SOUTH NATOMAS IMPACT:

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

### 3. WATER

Water Service: The City of Sacramento has the ability and the capacity to serve the proposed project site with water. Proposed rerouting of irrigation facilities along the western boundary of the project site would ensure continued irrigation service south of Del Paso Road. Based on field review of the three alternatives for irrigation routing, no additional environmental impacts are anticipated to occur. Alternatives 1 and 2 would involve utilization of the existing canal along the western boundary of the project site with a pipeline connection across Del Paso Road. Alternative 3 would utilize irrigation water from the West Drain Canal by installing a pump station and pipeline at the canal's intersection with Del Paso Road and pumping the water east towards the project site along the south side of Del Paso Road. It is assumed that facilities associated with Alternative 3 would be placed within Del Paso Road's right-of-way.

Flood Protection: As of 1997, the project site and the Natomas area were located in an area of the City determined to have less than 100-year flood protection. Development in North Natomas was guided by the adopted Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento, which placed severe restrictions on residential and non-residential development in the Natomas area. However, in 1998 the Federal Emergency Management Agency (FEMA) reassessed the flood plain and determined that the Natomas area now has 100-year level of flood protection as a result of a series of flood improvements constructed by the Sacramento Area Flood Control Agency (SAFCA). Thus, the project is currently outside of the 100-year flood plain.

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

Seasonal Water: If earthwork is undertaken during the winter or spring months, the upper soils likely will be saturated due to the topography and the impervious nature of the shallow subsurface soils. Grading operations should be scheduled to avoid fill construction during this period as soils may be too saturated

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

Drainage: 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;

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- Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only;
- All residential and non-residential structures must be anchored to their foundations per regulations in the City Building Code;
- Gas valve shut-off keys must be attached in a visible location for all residential and commercial gas water heaters; and
- Special facilities, such as hospitals and elder care facilities, shall be required to implement flood safety measures in their designs to the satisfaction of the City Planning and Development Department.

#### SOUTH NATOMAS IMPACT:

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

#### 4/5. PLANT AND ANIMAL LIFE

In general, the project site is bounded by El Centro Road to the east, an unnamed north-south road proposed along the west, the Del Paso Road to the south, and Interstate 5 to the north. Historically, this area supported predominantly hydric soils which have been leveled, drained, and utilized for crop cultivation. Irrigation/drainage ditches and canals were installed in association with past agricultural activities.

The following information on biological resources in the project area is based upon literature reviews, a review of the California Natural Diversity Database (CNDDB), and Cultural and Biological Resource Assessment for the Westborough Property by EIP Assoc. (April 29, 1999).

EIP Associates performed an initial reconnaissance visit to the project site on April 1, 1999. The purpose of the survey was to identify and record wildlife species occurring on the project site, to characterize on-site habitats and vegetation, and to assess habitat suitability for various wildlife in the area.

Special-Status Plant Species: The Westborough Biological Resources Assessment prepared by EIP Associates identifies that there are no known occurrences for special-status plant species on the project site. However, the Implementation Agreement for the Natomas Basin Habitat Conservation Plan lists seven special-status plant species that occur in the Natomas Basin. These species include the delta tule pea (*Lathyrus jepsonii* ssp. *jepsonii*), Sanford's arrowhead (*Sagittaria sanfordii*), Colusa Grass (*Neostapfia colusana*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), Sacramento Orcutt grass (*Orcuttia viscida*), slender Orcutt grass (*Orcuttia tenuis*) and legumere (*Legumere limosa*). However, no suitable habitat is present within the project site for any of these plants.

Special-Status Animal Species: The Westborough Biological Resources Assessment identified eight special-status animal species with potential to exist at or in the vicinity of the project site. These species include the Sacramento splittail, western pond turtle, giant garter snake, northern harrier, Swainson's hawk, borrowing owl, and tri-colored blackbird. Based on field review, low quality and/or temporary

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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 cunicularia hypugaea*): The project site provides foraging and nesting habitat for borrowing 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 borrowing 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).



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The Clean Water Act requires avoidance of wetlands wherever a practicable alternative exists. For unavoidable impacts, the regulatory agencies have policies calling for mitigation to provide "no net loss" of acreage or habitat value.

The project site currently contains two segments of the Highland Canal, which were identified in the Westborough Property Biological Resources Assessment prepared by EIP Associates. While these canals are man-made and do not appear to consist of historic natural waterways, they may still be considered jurisdictional wetlands and/or other waters of the U.S. As previously described, the north-south portion of the canal would be replaced with the onsite lake. No determination regarding jurisdictional wetlands associated with the canals was made in the Westborough Property Biological Resources Assessment.

It is noted that the NRCS recently became responsible for wetland determinations on agricultural lands. The "Prior Converted Cropland" designation is used for land that was converted prior to December 23, 1985 to make production of an agricultural commodity possible, that agricultural commodities were produced on at least once prior to December 1985, and that is currently in agricultural production. Lands given the "Prior Converted Cropland" designation are not subject to the Clean Water Act unless that land has been abandoned for at least five years. Notwithstanding this opinion, mitigation measures will be required for the project which require project review by the U.S. Army Corps of Engineers and/or the Natural Resources Conservation Service office to determine whether jurisdictional wetlands and/or waters of the U.S. are present onsite.

Regulatory Compliance: Wetlands are regulated under federal, state, and local laws, regulations, and policies. Primary wetland regulatory compliance for the wetlands on the project site is under the federal Clean Water Act, the California Fish and Game Code, and the California Environmental Quality Act (CEQA).

Under Section 404 of the federal Clean Water Act, a permit must be obtained from the Corps for the discharge of dredged or fill material into waters of the United States, including wetlands. The Corps may issue either general permits on a programmatic basis or individual permits on a case-by-case basis. General permits allow a streamlined approach to the Section 404 process. A nationwide permit (NWP) is a type of general permit issued by the Corps on the national level that authorizes certain activities that will result in minimal impacts to waters of the United States. Nationwide permits have a set of general conditions that must be met, as well as specific conditions that apply to each NWP. Activities that are inconsistent with the general conditions of NWPs must apply to the Corps for an individual permit.

For individual permits and many NWPs, a verified wetland delineation must be submitted to the Corps. Wetland delineations on agricultural land are verified by the Natural Resources Conservation Service. All other wetland delineations are verified by the Corps. In some cases, the responsibility for verifications has not been fully resolved between the Natural Resources Conservation Service and the Corps, such as when agricultural lands are converted to other uses.

Under the California Fish and Game Code, Sections 1601-1607, the California Department of Fish and Game (DFG) regulates projects which divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Proponents of such projects must notify DFG and enter into a streambed alteration agreement. DFG normally exerts jurisdiction over natural streams and artificial channels that have habitat value for wildlife species. The jurisdiction extends to the bank top, or in the case of floodplains, to the top of levees. DFG often exerts jurisdiction over adjacent riparian habitat. It is uncertain whether DFG would exert jurisdiction over the wetland areas.

CEQA is the regulatory framework by which California public agencies disclose significant environmental

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 Linderella, 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

the Corps and, possibly, by the County.

- Prepare construction specifications and drawings.
- Construct the compensatory habitat.
- Monitor the mitigation site annually until the success criteria are achieved.
- Maintain the mitigation site in perpetuity. Maintenance funds are often guaranteed by endowing a mitigation fund.

It is important to note that the COE or DFG may not accept a 1:1 replacement ratio, because there would be a temporal loss of habitat between the time the wetlands are impacted and when the compensatory habitat is created. With mitigation banking credits, the compensation wetlands have already been created, and there is no issue of temporal habitat loss.

These mitigation measures will ensure that future development takes into account the total amount of wetlands currently existing on the site. This will reduce any potential impact to wetland habitat to a less-than-significant impact for this stage of the project.

#### NORTH NATOMAS IMPACT:

With the implementation of the following Mitigation Measures, the impact of the proposed project on plants and animals is considered less than significant.

#### MITIGATION:

##### Mitigation Measure #4:

The Applicant shall satisfy the mitigation requirements of the Natomas Basin Habitat Conservation Plan (NBHCP) and the Implementation Agreement, in one of the following three alternative methods for mitigating project impacts to special-status species: (i) payment of the Mitigation Fees; or (ii) transfer of Habitat Mitigation Requirement Land to the Conservancy, together with payment of the Administrative, Endowment, and Habitat Management components of the Mitigation Fees; or (iii) participation in such other mitigation plan, consistent with the goals of the NBHCP and equivalent in biological value to (i) and (ii) above, as is approved by the City in prior consultation with the U.S. Fish & Wildlife Service and California Department of Fish & Game. Under (iii), no alternative mitigation strategy will be implemented with prior written approval of the U.S. Fish and Wildlife Service and California Department of Fish and Game.

##### Mitigation Measure #5:

Prior to construction activities, the applicant shall perform one of the following measures to mitigate potential impacts to the northern harrier:

- Prohibit the removal of any onsite vegetation during the nesting season (March 1 - June 30)

or

- 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

Sacramento Noise Element establishes an exterior noise standard of 60 dB for residential uses. An acoustical analysis for the project site was prepared by Brown-Buntin Associates to evaluate potential traffic noise impacts on the project site from buildout conditions. The Federal Highway Administration Highway Traffic Noise Prediction Model was used to estimate traffic noise levels along El Centro Road, Del Paso Road and Interstate 5.

The results of the above noise modeling identified that residential areas within 1,163 to 1,302 feet of Interstate 5 (from Del Paso Road to beyond Interstate 5's intersection with Highway 99), 132 feet of El Centro Road and 116 feet of Del Paso Road would be exposed to noise levels above 60 dB. This would be inconsistent with City noise standards and considered a significant impact. Mitigation of this impact would consist of the construction of noise barrier of sufficient height to intercept the line of sight to all traffic noise sources.

Noise Impacts of the Project on the Community: The project site is currently vacant, therefore there are no major on-site sources of noise. At present, there is a school located adjacent to the project site.

The operation of heavy equipment will result in temporary noise increases during project construction. The impact of noise from construction is anticipated to be a temporary one. Noise associated with construction activities will be required to comply with the noise control standards set forth by the Sacramento City Code, Chapter 66.

The proposed use of the site is offices, commercial, light industrial, low, medium, and high density residential, parks elementary school and a detention basin in a mixed use employment center setting. After construction, the operations of the employment center uses are not anticipated to generate any noise other than traffic generated by the uses. The offices and other employment center uses, both during construction and during operations, are anticipated to generate a less-than-significant noise impact.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

MITIGATION:

Mitigation Measure #7:

Prior to approval of the Final Master Parcel Map, the applicant shall incorporate noise barrier details on project development plans for residential areas. Based on the Acoustical Analysis for the Westborough Project prepared by Brown-Buntin Associates, the noise barriers shall have a mass that provides sufficient transmission loss in the frequency range of concern and will at least six feet in height. Noise barriers may be required to exceed six feet in height depending on the actual distance from the noise source and ultimate grading elevations.

## 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 for 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

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Basin on-site; one 4.9± gross acres lot for a drainage corridor; one 2.8± gross acre lot for a parkway; one 3.9± gross acre lot for an urban forest; and two lots of 1.0± gross acres each for civic uses (SMUD and the City of Sacramento).

The EC-50 and lots are proposed on the northeast edge of the project site, south of Interstate 5 (I-5). The neighborhood commercial site is on the southeastern edge, adjacent to the proposed High Density residential. The detention basin/lake is proposed as an amenity in the center of the project area, surrounded primarily by Low Density Residential (LD), with some Medium Density Residential (MD), High Density Residential (HD), and park area proposed. the Drainage Corridor and parkway will cross the northern portion of the site. The majority of the project south of the Parkway is proposed to be primarily LD. The Elementary School and a park site are adjacent to one another, in the southwestern portion of the site. The northern western edge of the project would include an urban forest.

The site has proposed access points from El Centro Road, Del Paso Road, and Bayou Road. There is an internal, 2+lane "spine street" with on-street and off street bikeway facilities throughout the site. Entry gates would be placed at entrances to LD areas to restrict public access to these areas (see Attachment C).

Project specific Special Permits will be required prior to construction of any buildings on the site.

#### NORTH NATOMAS IMPACT:

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

#### SOUTH NATOMAS IMPACT:

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

### 9. NATURAL RESOURCES

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

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

#### NORTH NATOMAS IMPACT:

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

#### SOUTH NATOMAS IMPACT:

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

## 10. RISK OF UPSET

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 McNaimie, 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.



## SOUTH NATOMAS IMPACT:

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

### 11/12. POPULATION AND HOUSING

Between 1975 and 1989, the population in the North Natomas area increased by 31%. This, however, is not remarkable when the actual figures reveal that housing increased from 178 dwelling units in 1975 to 334 dwelling units in 1989. The adopted 1986 North Natomas Community Plan states that a 66 percent jobs/housing ratio shall be achieved in the City portion of the North Natomas Community Plan area. The number of employees and dwelling units must be calculated and monitored over the build out of the Community Plan area, such that the plan area meets the goal of 66 percent at buildout.

Jobs/ Housing Ratio: The 1994 NNCP designates the site as Convenience Commercial; Neighborhood Commercial, Highway Commercial; Detention Basin; Employment Center-65; EC-50; Elementary School; Institutional; Parks; Open Space; Light Industrial; Civic Uses; Low Density; Medium Density; and High Density; Major Roadways/Landscaped Corridors. The EC designations include EC-50 with 50 employees per net acre and EC-65 with 65 employees to the acre.

The project proposes various amendments to the NNCP. If approved, the employment generation would consist of EC-50 generation of 390 employees with 117,000 square feet of office. The Light Industrial would generate 254 employees. The NC would generate 240 employees and 96,000 square feet of retail. As proposed, the total number of employees generated by the project site would be 884. This is 2012 fewer than the 2896 proposed by the 1996 NNCP. The total housing unit count is proposed to be reduced by 558 units. The jobs/housing ratio would be 70.9 percent. This not a significant impact of this project on the projected 70 percent jobs/housing ratio for the City portion of the NNCP.

Housing Trust Fund: The North Natomas Housing Trust Fund, outlined in the City Zoning Ordinance, Section 33, was established for the purpose of increasing the supply of housing units located within the North Sacramento Community Plan area. The Housing Trust Fund fee requirement applies to all non-residential development in the North Natomas Community Plan area. The fees are calculated based on the square footage of the building multiplied by a land use factor. Although the project does not entail any building construction at this time, assumptions for Housing Trust Fund Impacts may be made. Assuming a land use factor of 81 cents per square foot for retail or office, the projected 213,000 square feet of uses will pay an estimated total of \$172,530 in Natomas Housing Trust Fund fees. These fees would be used to increase the housing supply in North Sacramento Community Plan thereby reducing expected housing impacts of future requested development entitlements for the project site to a less-than-significant level.

On May 3, 1994, when the City council adopted the NNCP, they modified the calculation of Housing Trust Fund fees for North Natomas non-residential projects. In the 1986 NNCP non-residential developers were required to pay a specific Natomas Housing Trust Fund fee that would increase housing units in North Sacramento to decrease potential impacts of North Natomas development on North Sacramento housing stock. Building restrictions on North Natomas residential building and the increase in North Sacramento housing over the last few years, in the 1994 NNCP, justified that non-residential developers should pay the Citywide Housing Trust Fund fee to assist in the provision of affordable housing throughout the City, but specifically within the area from which the fees were generated. If the developer was required to pay City wide fees, the estimated cost would be \$191,670 based on 96,000 square feet of commercial at 79 cents per square foot and 117,000 square feet of office at 99 cents per square foot. The issue of paying Natomas or City-wide fees is still being revisited and will be determined at the time of building permits. Either way, the developer will pay Housing Trust Fund fees which will

reduce housing impacts to a less-than-significant level.

#### NORTH NATOMAS IMPACT:

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

**ROADWAY SYSTEM - LOCAL ACCESS:** The project has direct access to El Centro Road and Del Paso Road. El Centro Road is a two-lane rural facility which traverses an agricultural area. El Centro Road has a posted speed limit of 55 miles per hour near the site. To the north, El Centro Road provides access to Del Paso Road, and then curves westerly to become Bayou Way, which is a frontage road along I-5. To the south, El Centro Road traverses a rural residential and agricultural area, and provides access to San Juan Road and West El Camino Avenue. Del Paso Road is an east-west roadway along the southern portion of the site. The facility provides access to I-5 via a full interchange on El Centro Road that then accesses Highway 99. West of I-5, Del Paso Road is a two-lane rural roadway. East of I-5, it is four to six-lanes wide and provides access to Arco Arena. It continues easterly and provides access to northern portions of the City and County.

San Juan Road is an east-west roadway approximately 2 miles south of the site. Near El Centro Road, the roadway is a two-lane rural facility. East of I-80, San Juan Road enters the South Natomas area and becomes four lanes wide.

West El Camino Avenue is an east-west roadway south of the site. The roadway intersects with I-80 east of El Centro Road. Adjacent to the I-80 interchange, West El Camino Avenue is a two-lane road that extends into the South Natomas area, widening as it approaches Gateway Oaks Drive and I-5.

For traffic analysis purposes, a set of key intersections and roadway segments were selected based upon the anticipated volume of project traffic and the distributional patterns of project traffic. This selection was made by the City of Sacramento Department of Public Works Transportation Division. The following critical intersections and roadway segments were identified:

- Intersections

- Del Paso Road and El Centro Road
- Del Paso Road and I-5 Southbound Ramps
- Del Paso Road and I-5 Northbound Ramps
- San Juan Road and El Centro Road
- El Centro Road and West El Camino Road
- West El Camino Road and I-80 Westbound Ramps
- West El Camino Road and I-80 Eastbound Ramps
- Del Paso Road and "E" Street
- Del Paso Road and "B" Street
- El Centro Road and "C" Street
- El Centro Road and "D" Street
- Bayou Way and "21" Street

- Roadway Segments

- Del Paso Road - West Drainage Canal to El Centro Road

- 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.

TABLE 13-1 DAILY TRAFFIC VOLUMES EXISTING CONDITIONS			
Roadway Name	Segment		Existing Volume
	From	To	
Del Paso Road	West Drainage Canal	El Centro Road	2,940
	El Centro Road	I-5	1,890
	I-5	Commerce Way	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.

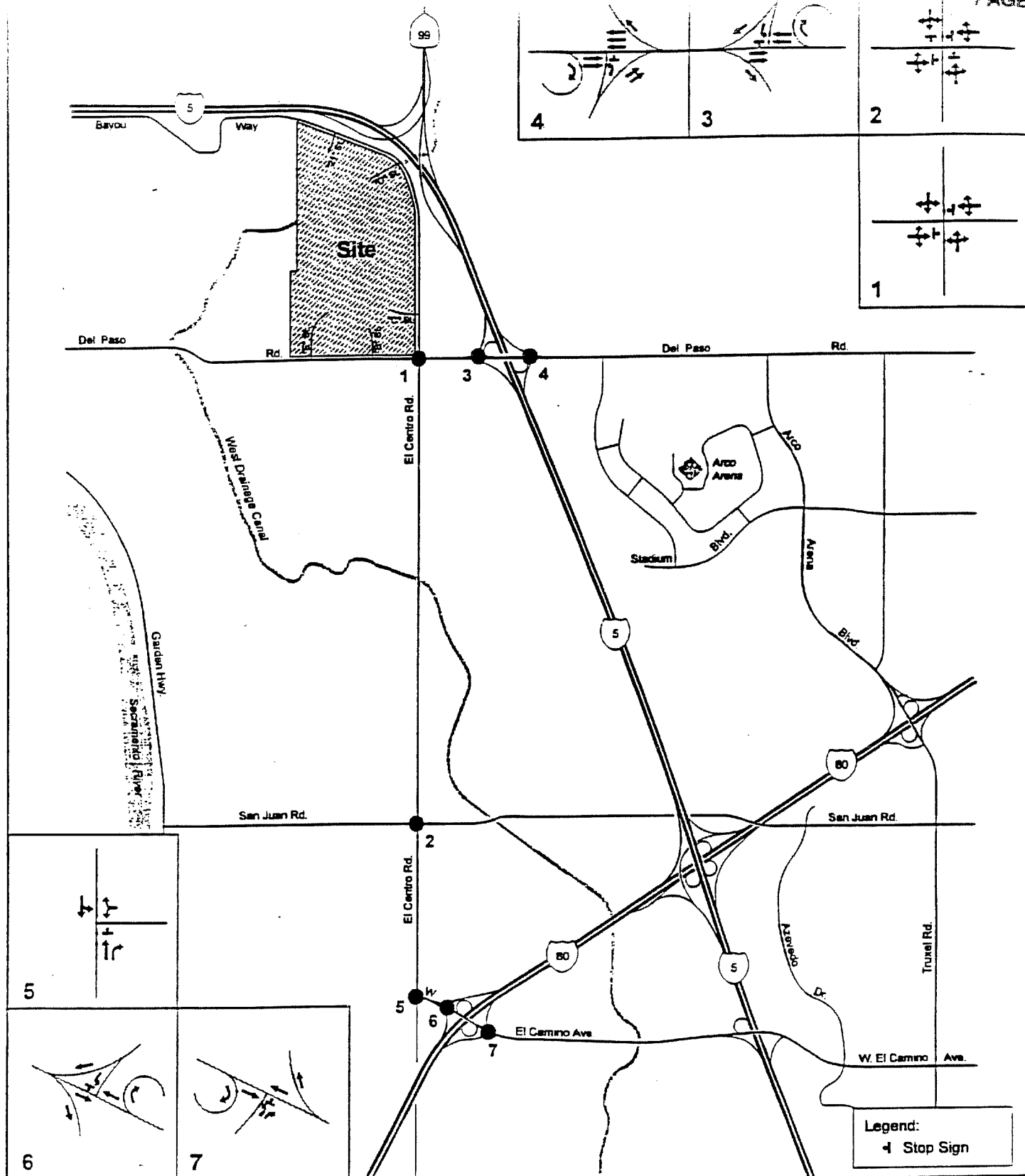


Figure 13-1  
Existing Intersection Geometry

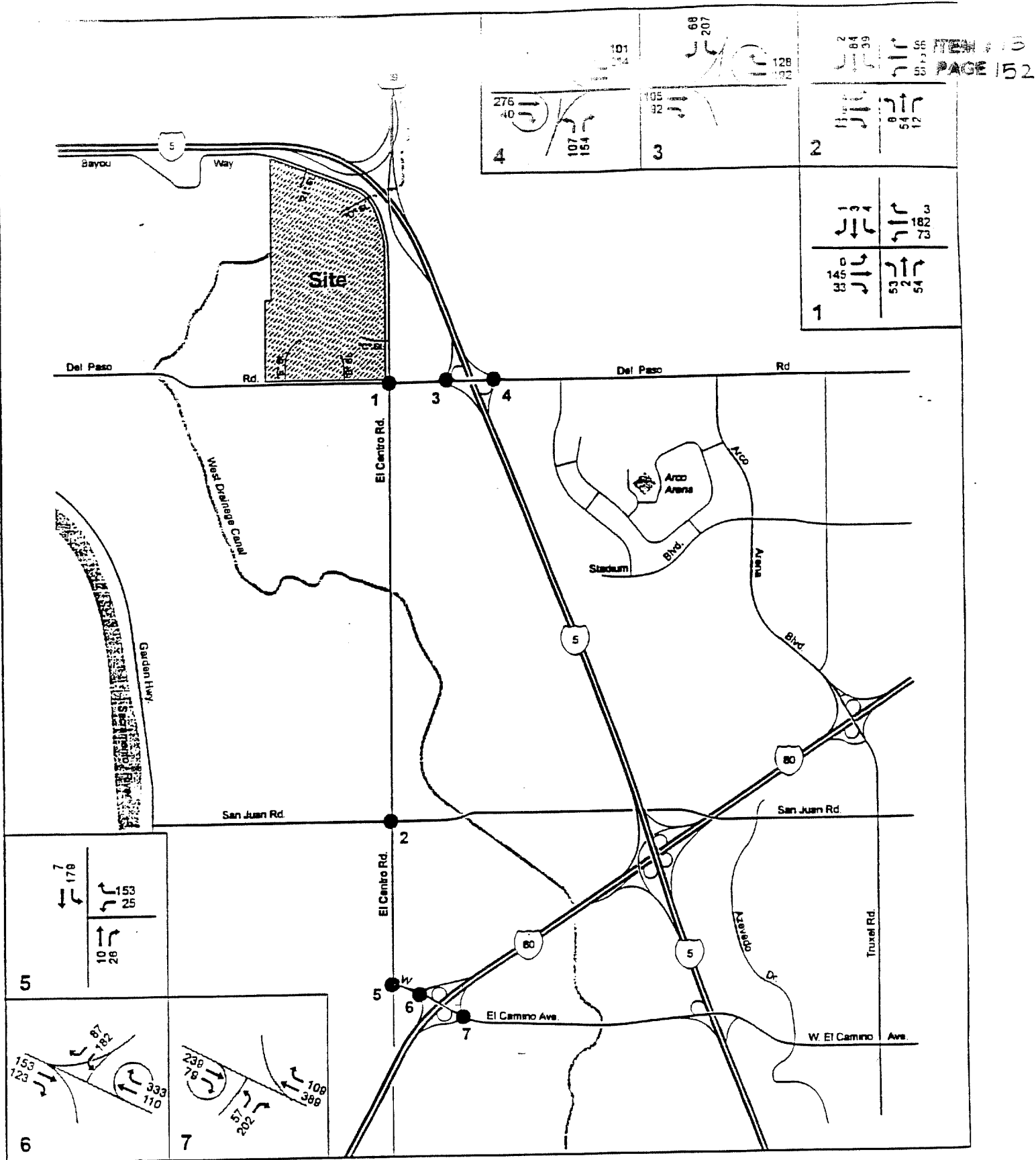


Figure 13-2  
Existing AM Peak Hour Traffic Volumes

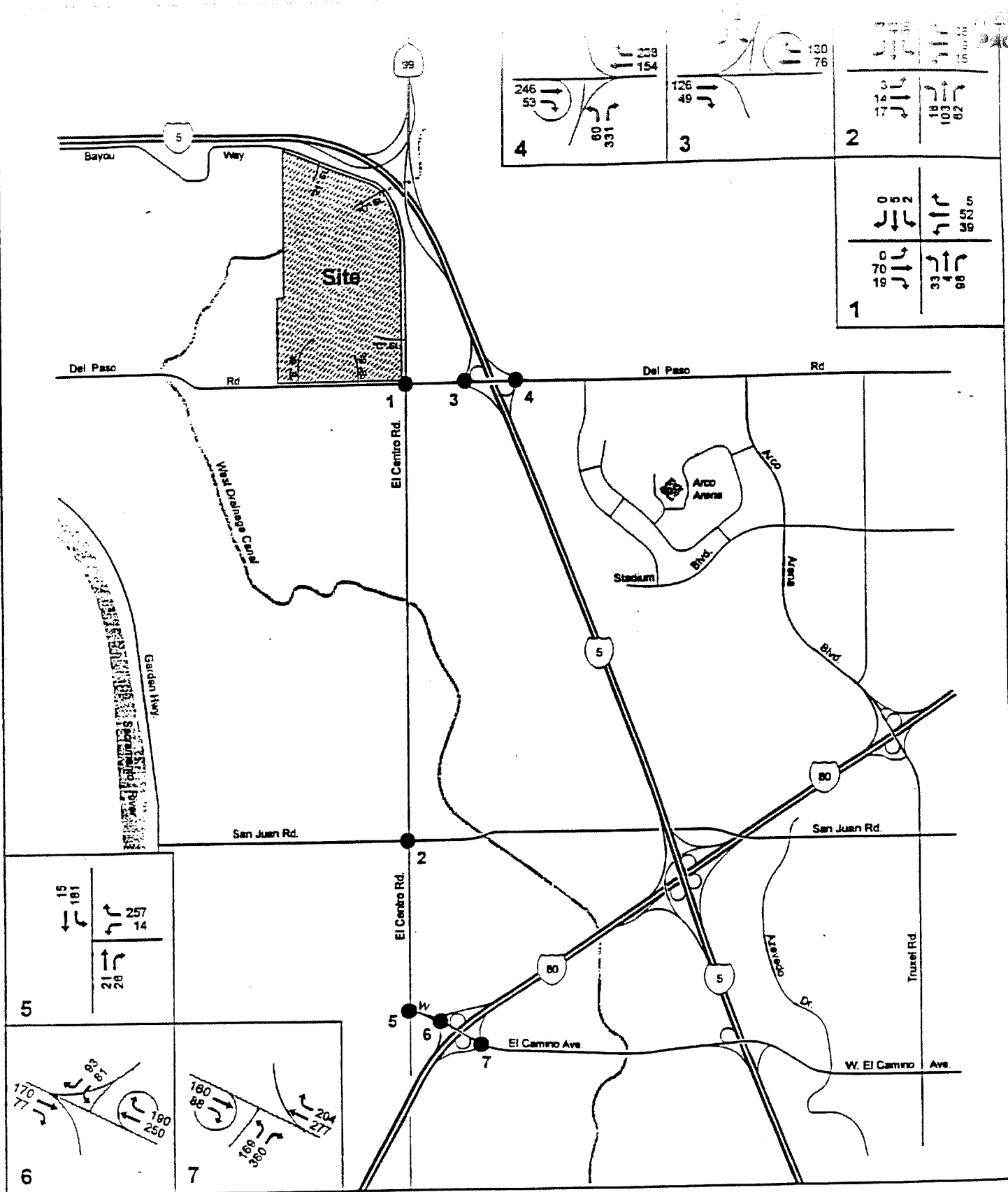


Figure 13-3  
Existing PM Peak Hour Traffic Volumes

**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.

<b>TABLE 13-11 EXISTING PLUS PROJECT DAILY TRAFFIC VOLUMES</b>				
<b>Roadway Name</b>	<b>Segment</b>		<b>Without Project</b>	<b>With Project</b>
	<b>From</b>	<b>To</b>		
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.

<b>TABLE 13-12 - EXISTING NNCP AND PROJECT A.M. AND P.M. PEAK HOUR TRIP GENERATION (vehicle trips)</b>								
<b>Use</b>	<b>Existing Community Plan</b>				<b>Project</b>			
	<b>A.M. Peak Hour</b>		<b>P.M. Peak Hour</b>		<b>A.M. Peak Hour</b>		<b>P.M. Peak Hour</b>	
	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>
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
<b>Total</b>	<b>1,486</b>	<b>1,037</b>	<b>1,253</b>	<b>1,714</b>	<b>948</b>	<b>894</b>	<b>1,227</b>	<b>1,362</b>



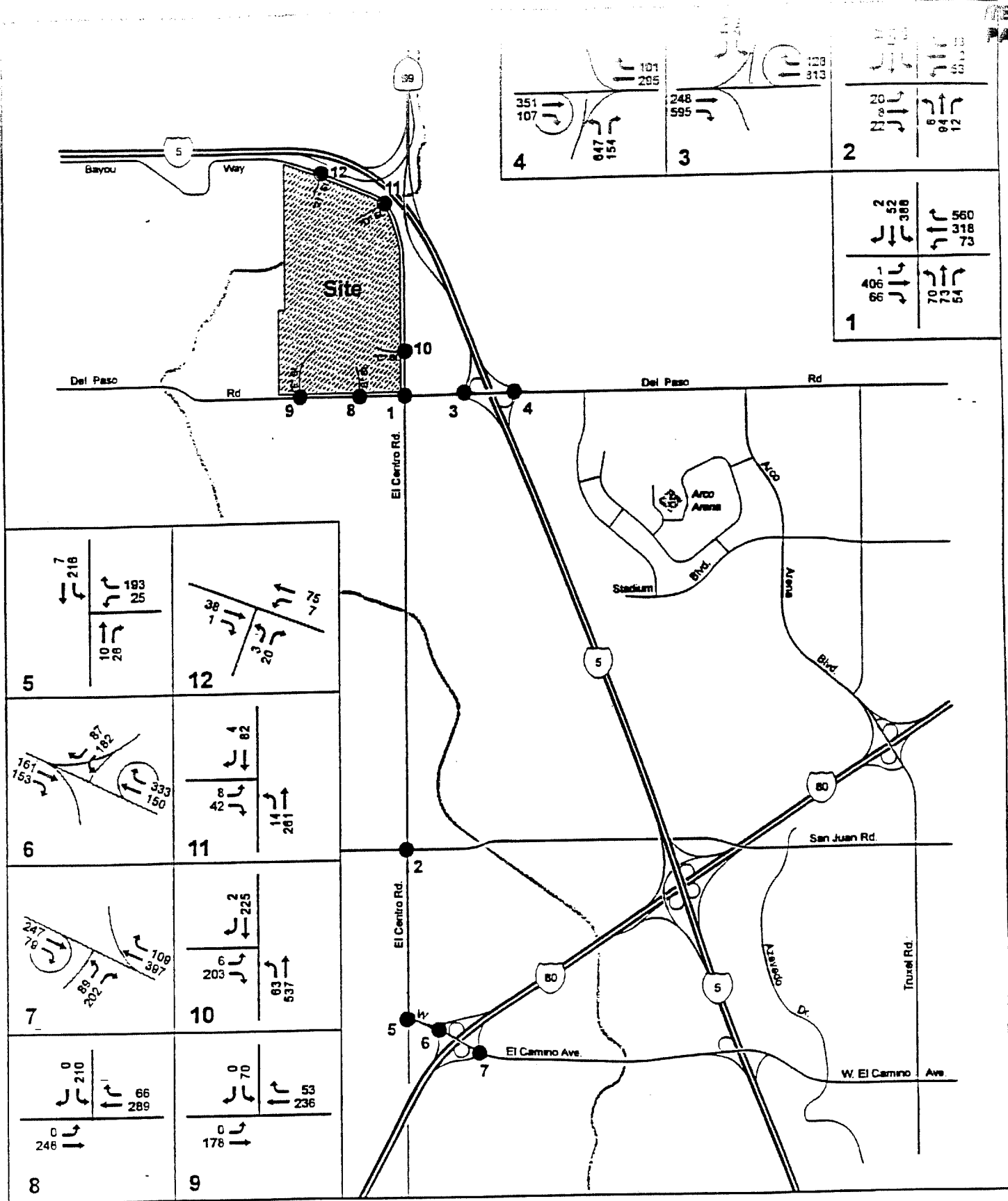


Figure 13-5  
Existing Plus Project  
AM Peak Hour Traffic Volumes

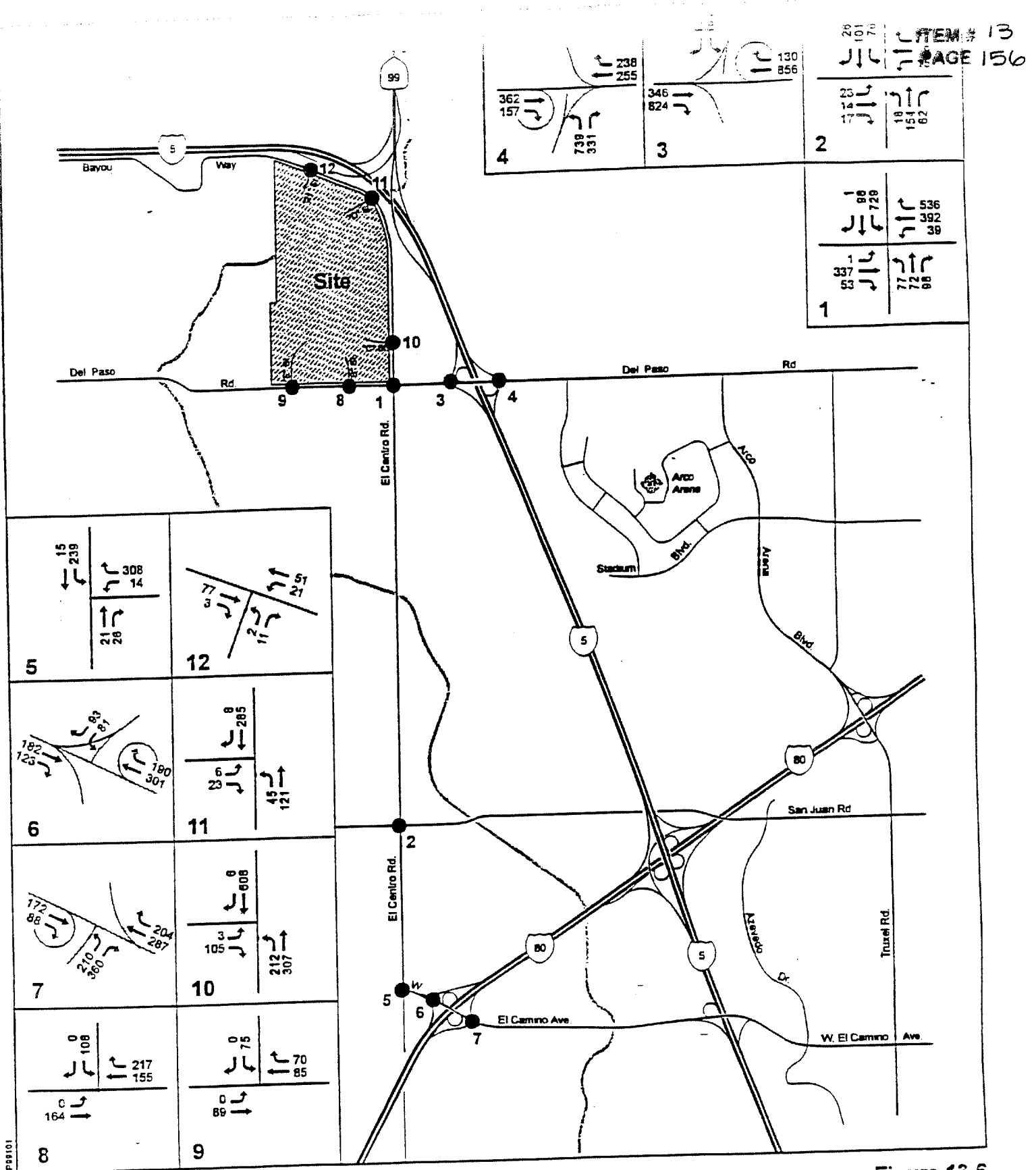


Figure 13-6  
Existing Plus Project  
PM Peak Hour Traffic Volumes

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The City of Sacramento utilizes a LOS "C" goal for roadway operating conditions. Because of the constraints of existing development in the City, and because of other environmental concerns, this goal cannot always be met.

**Unsignalized Intersection Analysis:** Stop sign controlled intersections were analyzed utilizing the methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual*, 1994. This methodology calculates an average total delay per vehicle for each controlled movement at the intersection, as well as average total delay per vehicle for the intersection as a whole. A level of service designation is assigned based upon the delay. Table 13-3 presents the relationship of total delay to level of service for stop-controlled intersections. Intersection levels of service reported in this analysis are based upon average total delay per vehicle for the intersection as a whole.

**TABLE 13-2  
LEVEL OF SERVICE DEFINITIONS**

**Level of Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

**Level of Service B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

**Level of Service C** is in the range of stable flow, but marks the beginning of the range of flow in which the operations of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

**Level of Service D** represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

**Level of Service E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

**Level of Service F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service "F" is used to describe the operating conditions within the queue, as well as the point of the breakdown.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1985.

**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.

TABLE 13-3 LEVEL OF SERVICE CRITERIA STOP-CONTROLLED 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 13-4  
LEVEL OF SERVICE CRITERIA - SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	STOPPED DELAY PER VEHICLE (seconds)	DESCRIPTION
A	$\leq 5.0$	Very Low Delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 5.0$ and $\leq 15.0$	Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS "A," causing higher levels of average delay.
C	$> 15.0$ and $\leq 25.0$	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	$> 25.0$ and $\leq 40.0$	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 40.0$ and $\leq 60.0$	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	$> 60.0$	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

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

### Existing Daily Operating Conditions

In addition to the A.M. and P.M. peak hour intersection analysis, level of service analyses were also conducted for roadway segments in the vicinity of the project based upon daily traffic volumes, number of traffic lanes between intersections, and roadway characteristics. Table 13-7 summarizes the roadway levels of service. All of the roadway segments meet the City's LOS "C" goal.

TABLE 13-5 ROADWAY SEGMENT EVALUATION CRITERIA FOR LEVEL OF SERVICE					
Capacity Class	Maximum Daily Traffic Volume Per Lane				
	Level of Service				
	A	B	C	D	E
Arterial - High Access Control	6,000	7,000	8,000	9,000	10,000
Arterial - Moderate Access Control	5,400	6,300	7,200	8,100	9,000
Arterial - Low Access Control	4,500	5,250	6,000	6,750	7,500

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 <sup>1</sup>	2.6	A/A <sup>1</sup>
San Juan and El Centro Roads	2.0	A <sup>2</sup>	2.3	A <sup>2</sup>
El Centro Road and W. El Camino Avenue	0.6	A/B <sup>1</sup>	0.6	A/B <sup>1</sup>
Del Paso Road and I-5 Northbound Ramps	1.7	A/B <sup>1</sup>	1.0	A/B <sup>1</sup>
Del Paso Road and I-5 Southbound Ramps	3.3	A/B <sup>1</sup>	2.7	A/B <sup>1</sup>
W. El Camino Ave. and I-80 Westbound Ramps	2.8	A/B <sup>1</sup>	1.6	A/B <sup>1</sup>
W. El Camino Ave. and I-80 Eastbound Ramps	1.7	A/B <sup>1</sup>	3.3	A/B <sup>1</sup>
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 <sup>1</sup>	A
	El Centro Road I-5	I-5	1,890	0.11 <sup>1</sup>	A
		Commerce Way	9,420	0.17 <sup>2</sup>	A
El Centro Road	Bayou Way	Del Paso Road	150	0.01 <sup>1</sup>	A
	Del Paso Road	San Juan Road	1,840	0.10 <sup>1</sup>	A
	San Juan Road	W. El Camino Ave.	2,630	0.15 <sup>1</sup>	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

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Table 13-9 summarizes the peak hour and daily trip generation of the project. About 1,842 trips are forecast during the a.m. peak hour, while approximately 2,589 trips are forecast during the p.m. peak hour. Over 25,000 daily vehicle trips are anticipated.

### PROJECT TRIP DISTRIBUTION

The distribution of vehicle trips generated by the project on the local and regional roadway system was estimated utilizing the regional travel model of the Sacramento Area Council of Governments. This distribution is illustrated on Figure 13-4. Table 13-10 identifies the traffic generation difference between the existing NNCP land use designations and the proposed project.

TABLE 13-9 - PROJECT TRIP GENERATION (Vehicle Trips)					
Use	A.M. Peak Hour		P.M. Peak Hour		Daily
	Enter	Exit	Enter	Exit	Total
Light Industrial	115	24	27	103	780
General Office	133	18	27	132	1,050
Residential, Low Density	141	423	443	249	6,958
Residential, Medium Density Residential,	40	119	136	77	2,088
Residential, Apartment	20	103	100	49	1,578
Elementary School	103	71	72	84	576
Institutional (Med./Dental Office)	301	75	129	350	5,888
Neighborhood Commercial, Retail	95	61	293	318	6,640
Total	948	894	1,227	1,362	25,558

TABLE 13-10 EXISTING COMMUNITY PLAN AND PROJECT TRIP GENERATION (Vehicle Trips)					
Use	Existing NNCP		Project		Percent Change
	Units	Daily Trips	Units	Daily Trips	
Light Industrial	882 employees	2,710	254 employees	780	-71.2
Employment Center 50	774 employees	2,686	270 employees	1,050	-60.9
Employment Center 65	412 employees	1,500	0 employees	0	-100
Residential, LD	603 dus	5,296	792 dus	6,958	+31.4
Residential, MD Residential,	347 dus	3,414	214 dus	2,088	-38.8
Residential, HD	523 dus	3,394	241 dus	1,578	-53.5
Elementary School	600 students	576	600 students	576	0
Institutional (Medical Dental Office)	45,000 sq ft	1,711	154,500	5,888	+244.1
Commercial (NC, HC, CC)	36,000 sq ft /a/	4,882	96,000 sq ft	6,640	+36
Total		26,1699		25,588	-2.3
/a/ This includes assumed development of eight gas pumps.					

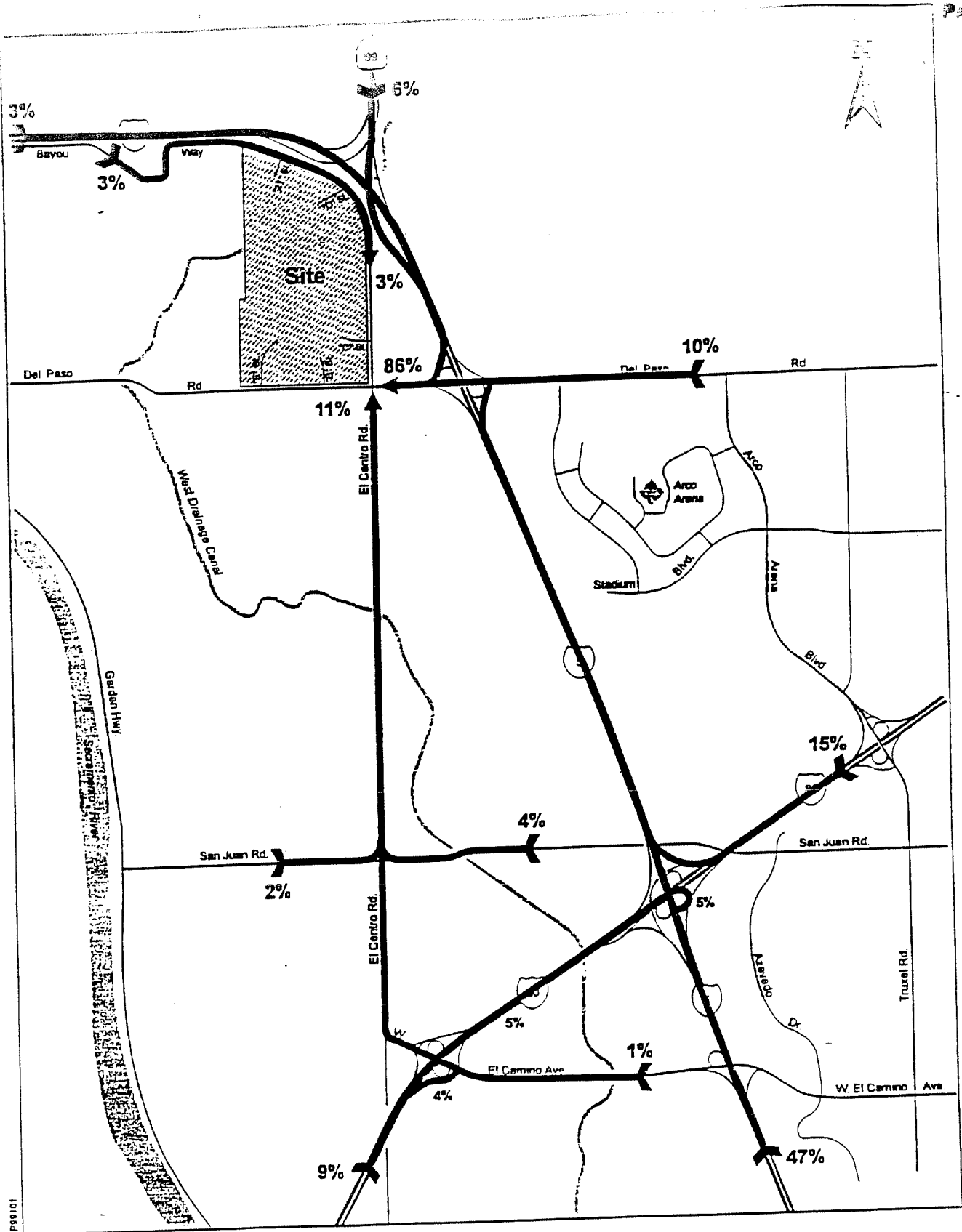


Figure 13-4  
Project Traffic Distribution



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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.

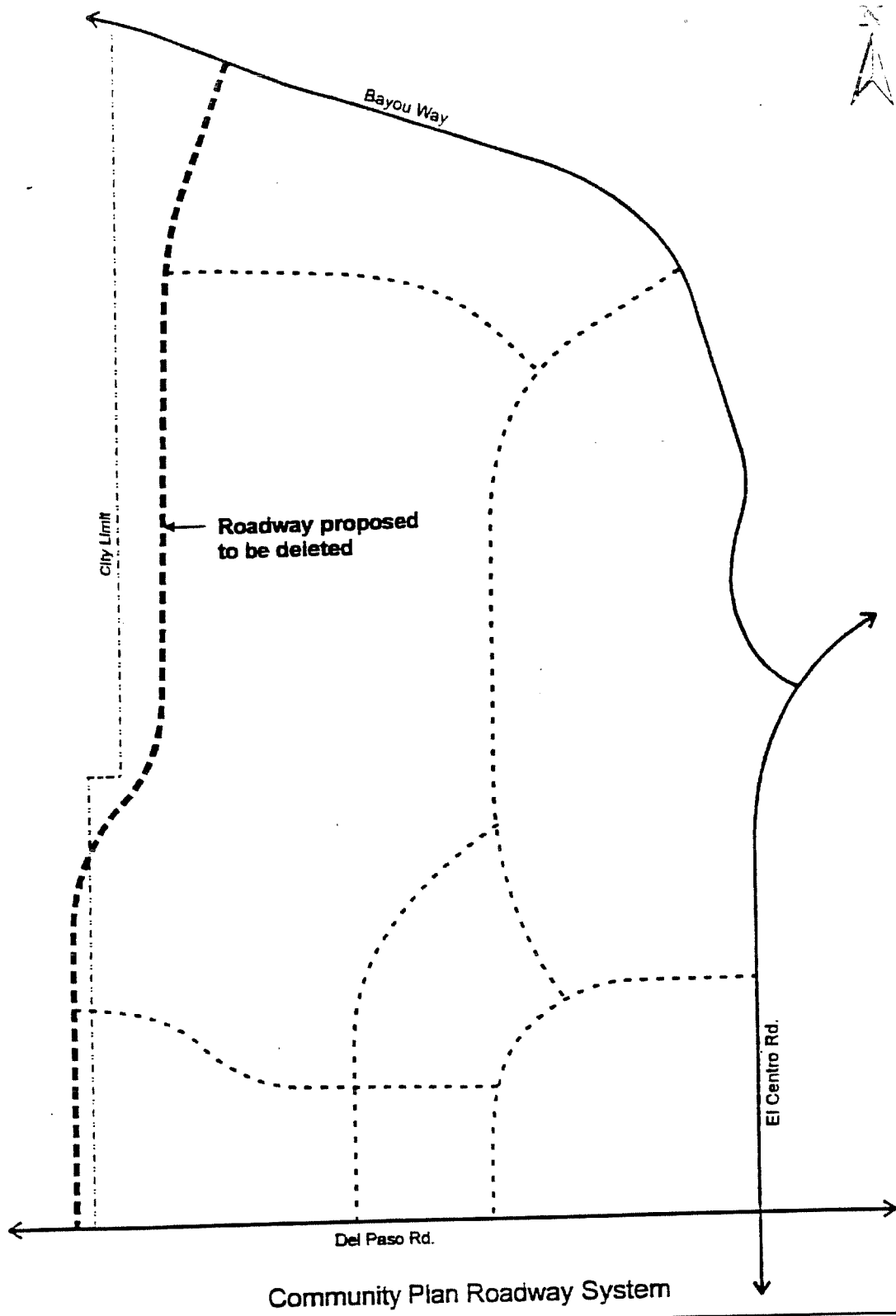


Figure 13-7  
Elimination of Community Plan Roadway

## IMPACTS AND MITIGATION MEASURES

### **METHODOLOGY AND SIGNIFICANCE CRITERIA**

#### Signalized and Unsignalized Intersections

In the City of Sacramento, a significant traffic impact (intersection) occurs when:

- the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, or C (without project) to D, E, or F (with project); or,
- the LOS (without project) is D, E, or F, and project generated traffic increases the peak period average vehicle delay by 5 seconds or more.

#### Roadway Segments

In the City of Sacramento, a significant traffic impact (intersection) occurs when:

- the traffic generated by a project degrades peak period *Level of Service* (LOS) from A, B, or C (without project) to D, E, or F (with project); or,
- the LOS (without project) is D, E, or F, and project generated traffic increases the *Volume-to-Capacity Ratio* (V/C ratio) by 0.02 or more.

### **IMPACT CLASSIFICATION**

This analysis classifies impacts in the following manner:

- No Impact
- Less Than Significant (mitigation unnecessary)
- Significant Avoidable (impact can be mitigated to less-than-significant levels)
- Significant Unavoidable (impact cannot be mitigated to less-than-significant levels)

Impacts are considered avoidable if and when a feasible mitigation measure will improve plus-project operating conditions to levels which would not have resulted in identification of an impact. For instance, if an intersection has an average vehicle delay of 35 seconds under existing conditions, and project generated traffic were to increase the delay to 40 seconds, mitigation measures would be required to reduce the delay back to no more than 39 seconds (less than an increase of 5 seconds over existing conditions).

This method generally ensures that a proposed project will only be responsible to mitigate the traffic impact it creates. In some cases, the LOS or average vehicle delay may be improved beyond the "no project" condition, such that the project has more than offset the traffic impact it created. This typically occurs because a necessary improvement, such as an additional lane or new traffic signal, provides additional capacity beyond that necessary to mitigate the impact. Such improvements cannot be

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"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 <sup>1</sup>	>180	F/F <sup>1</sup>
El Centro and San Juan Roads	2.0	A <sup>2</sup>	3.1	A <sup>2</sup>
El Centro Road and W. El Camino Avenue	0.6	A/B <sup>1</sup>	0.5	A/B <sup>1</sup>
Del Paso Road and I-5 Northbound Ramps	1.7	A/B <sup>1</sup>	>180	F/F <sup>1</sup>
Del Paso Road and I-5 Southbound Ramps	3.3	A/B <sup>1</sup>	21.2	D/F <sup>1</sup>
W. El Camino Ave and I-80 WB Ramps	2.8	A/B <sup>1</sup>	2.8	A/B <sup>1</sup>
W. El Camino Ave and I-80 EB Ramps	1.7	A/B <sup>1</sup>	2.0	A/C <sup>1</sup>
Del Paso Road and "B" Street	N/A	N/A	3.5	A/C <sup>1</sup>
Del Paso Road and "E" Street	N/A	N/A	1.0	A/B <sup>1</sup>
El Centro Road and "C" Street	N/A	N/A	1.1	A/C <sup>1</sup>
El Centro Road and "D" Street	N/A	N/A	0.5	A/B <sup>1</sup>
Bayou Way and "21" Street	N/A	N/A	0.6	A/A <sup>1</sup>
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 <sup>1</sup>
El Centro and San Juan Roads	2.0	A <sup>2</sup>	3.0	A <sup>2</sup>
El Centro Road and W. El Camino Avenue	0.6	A/B <sup>1</sup>	0.5	A/B <sup>1</sup>
Del Paso Road and I-5 Northbound Ramps	1.0	A/B <sup>1</sup>	>180	F/F <sup>1</sup>
W. El Camino Ave and I-80 WB Ramps	1.6	A/B <sup>1</sup>	1.6	A/B <sup>1</sup>
W. El Camino Ave and I-80 EB Ramps	3.3	A/B <sup>1</sup>	3.8	A/B <sup>1</sup>
Del Paso Road and "B" Street	N/A	N/A	1.3	A/B <sup>1</sup>
Del Paso Road and "E" Street	N/A	N/A	1.3	A/A <sup>1</sup>

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El Centro Road and "C" Street	N/A	N/A	1.6	A/D <sup>1</sup>
El Centro Road and "D" Street	N/A	N/A	0.6	A/B <sup>1</sup>
Bayou Way and "21" Street	N/A	N/A	0.6	A/A <sup>1</sup>
Del Paso Road and I-5 Southbound Ramps	2.7	A/B <sup>1</sup>	16.7	C/F <sup>1</sup>
1. Intersection Average / Worst Movement for two-way stop unsignalized intersections				
2. Intersection Average for four-way stop intersection				

## Intersection Impacts

### Del Paso and El Centro Roads

The increase in traffic volumes will change the level of service from "A" to "F" during both the a.m. and p.m. peak hours. This would be a *significant impact*.

### Del Paso Road and I-5 Southbound Ramps

The increase in traffic volumes will change the level of service from "A" to "D" during the a.m. peak hour. This would be a *significant impact*.

### Del Paso Road and I-5 Northbound Ramps

The increase in traffic volumes will change the level of service from "A" to "F" during both the a.m. and p.m. peak hours. This would be a *significant impact*.

TABLE 13-15 EXISTING PLUS PROJECT DAILY OPERATING CONDITIONS					
Roadway Name	Segment		Existing		
	From	To	Volume	V/C	LOS
<b>WITHOUT PROJECT</b>					
Del Paso Road	West Drain Canal	El Centro Road	2,940	0.16 <sup>1</sup>	A
	El Centro Road	I-5	1,890	0.11 <sup>1</sup>	A
	I-5	Commerce Way	9,420	0.17 <sup>1</sup>	A
El Centro Road	Bayou Way	Del Paso Road	150	0.01 <sup>1</sup>	A
	Del Paso Road	San Juan Road	1,840	0.10 <sup>1</sup>	A
	San Juan Road	W. El Camino Ave.	2,630	0.15 <sup>1</sup>	A
<b>WITH PROJECT<sup>1</sup></b>					
Del Paso Road	West Drain Canal	El Centro Road	9,180	0.51 <sup>1</sup>	A
	El Centro Road	I-5	20,660	1.15 <sup>1</sup>	F
	I-5	Commerce Way	11,600	0.22 <sup>2</sup>	A
El Centro Road	Bayou Way	"C" Street	9,520	0.53 <sup>1</sup>	A
	"C" Street	Del Paso Road	15,090	0.84 <sup>1</sup>	D
	Del Paso Road	San Juan Road	4,240	0.24 <sup>1</sup>	A
	San Juan Road	W. El Camino Ave.	3,720	0.21 <sup>1</sup>	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					

## 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:

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

TABLE 13-16 A.M. PEAK HOUR INTERSECTION MITIGATED OPERATING CONDITIONS				
INTERSECTION	WITHOUT MITIGATION		WITH MITIGATION	
	DELAY (seconds)	LOS <sup>1</sup>	DELAY (seconds)	LOS <sup>2</sup>
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*.

TABLE 13-17 P.M. PEAK HOUR INTERSECTION MITIGATED OPERATING CONDITIONS				
INTERSECTION	WITHOUT MITIGATION		WITH MITIGATION	
	DELAY (seconds)	LOS <sup>1</sup>	DELAY (seconds)	LOS <sup>2</sup>
El Centro and Del Paso Roads	>180	F/F	17.4	C
Del Paso Road and I-5 Northbound Ramps	>180	F/F	9.5	B
Del Paso Road and I-5 Southbound Ramps	16.7	C/F	5.5	B
1. Intersection Average / Worst Movement				
2. Intersection Average for signalized intersection				

TABLE 13-18 EXISTING PLUS PROJECT DAILY MITIGATED OPERATING CONDITIONS					
Roadway Name	Segment		Existing		
	From	To	Volume	V/C	LOS
WITHOUT MITIGATION					
Del Paso Road	El Centro Road	I-5	20,660	1.148	F
El Centro Road	C Street	Del Paso Road	15,090	0.839	D
WITH MITIGATION					
Del Paso	El Centro Road	I-5	20,660	0.574	A
El Centro Road	C Street	Del Paso Road	15,090	0.419	A

### Phasing of Mitigation Measures

Analyses were undertaken to develop a phasing plan for the roadway improvements outlined as mitigation for the existing plus project scenario. Traffic associated with the project was superimposed on existing traffic volumes in five percent increments, and incremental roadway improvements were developed to maintain acceptable LOS "C" or better roadway operating conditions. The following is the phasing of the mitigation measures:

- A. Upon development of 55 percent of the project, the following mitigation measures shall be completed:
  - o Signalize the Del Paso Road and I-5 Northbound Ramps intersection.
- B. Upon development of 60 percent of the project, the following mitigation measures shall be completed:
  - o Signalize the Del Paso Road and El Centro Road intersection.
- C. Upon development of 70 percent of the project, the following mitigation measures shall be completed:

- 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



section, Section 2).

#### NORTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of the project are less than significant. The project proponent will participate in the North Natomas Financing Plan to fund infrastructure, including roadways and other traffic features. Therefore, the project creates a less-than-significant impact on traffic in the area and no traffic-related mitigation measures are required for the project.

#### MITIGATION

##### Mitigation Measure #8:

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.

##### Mitigation Measure #9:

Analyses were undertaken to develop a phasing plan for the roadway improvements outlined as mitigation for the existing plus project scenario. Traffic associated with the project was superimposed on existing traffic volumes in five percent increments, and incremental roadway improvements were developed to maintain acceptable LOS "C" or better roadway operating conditions. The following is the phasing of the mitigation measures:

- A. Upon development of 55 percent of the project, the following mitigation measures shall be completed:
  - o Signalize the Del Paso Road and I-5 Northbound Ramps intersection.
- B. Upon development of 60 percent of the project, the following mitigation measures shall be completed:
  - o Signalize the Del Paso Road and El Centro Road intersection.
- C. Upon development of 70 percent of the project, the following mitigation measures shall be completed:
  - o 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:
  - o Signalize the Del Paso Road and I-5 Southbound Ramps intersection.
  - o Widen El Centro Road to four lanes - "C" Street to Del Paso Road.

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:

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

#### SOUTH NATOMAS IMPACT:

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

Sewage: Development in North Natomas is currently served by the Sacramento Regional County Sanitation District, and County Sanitation District #1. The District has indicated that sanitary sewer service, after payment of applicable connection fees, is available to the subject property. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer. Upon acceptance of such improvements by the City or County as appropriate, collection system service will be provided by CSD-1 and wastewater treatment and disposal by the Sacramento Regional County Sanitation District.

#### NORTH NATOMAS IMPACT:

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

#### SOUTH NATOMAS IMPACT:

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

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

The City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling in order to comply with AB 939. An amendment was added in 1991 to the Zoning Ordinance (Section 34) addressing recycling and solid waste disposal requirements for new and existing developments. This plan requires that all non-residential (commercial, office, industrial, public/quasi-public) and residential (multifamily of 5 or more units) development prepare and submit a recycling program with the planning entitlement application and before issuance of a building permit. The recycling program must include a flow chart depicting the routing of recycled materials, a site plan specifying the location and design components and storage locations associated with recycling efforts, a construction plan to specify the recyclable materials being used in the construction of the proposed structures, a demolition plan specifying the proposed recycling of reusable or recyclable building materials in the demolition of any existing structures, and an educational program pertaining to recycling. The project is subject to Section 34 of the Zoning Ordinance. Therefore, the proposed project is not anticipated to result in a significant impact to solid waste disposal.

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

#### NORTH NATOMAS IMPACT:

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

#### SOUTH NATOMAS IMPACT:

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

Energy: Electrical service 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 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

shock could occur. This hazard can be avoided by requiring that all operators of heavy equipment must obey Article 86, Title 8, the High Voltage Electrical Safety Order. In short, the law requires a minimum of 10 feet of clearance from energized high voltage conductors.

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

Phase I Toxics Study: The following discussion has been derived from a Phase I Environmental Site Assessment for the site by Wallace-Kuhl & Associates, conducted in January, 1997. The purpose of the Phase I was to provide information on the site and surrounding area with respect to the potential presence of hazardous/toxic materials on or beneath the property. The Phase I site reconnaissance and review of available data was conducted to identify evidence of significant hazardous materials contamination on the subject property. An on-site survey was used, including adjacent properties. A search was performed of public records for evidence of underground storage tanks and/or the history of hazardous materials storage recorded for the site.

The Phase I field reconnaissance and review of agency records indicted no evidence of hazardous materials contamination on or within one-half mile of the subject property. No obvious evidence was observed of improper bulk storage or the production of hazardous materials during a windshield survey of the subject site and the surrounding properties, nor were any EPA Superfund sites or any other contaminated sites identified within one mile of the property.

Historic land research, which included reviews of topographic maps, aerial photography and other information dating back to 1900, indicates that the primary use of the majority of the subject property and vicinity has been irrigated rowcrops, particularly rice, rotated with dry-farmed crops for at least the past approximate 35 years. Two residences were formerly on the southeast and southwest corners of the subject site. These structures were likely constructed prior to 1951, and razed by 1967 and 1981. A third building site formerly existed on the south central portion of the site. from the 1960s to the late 1980s. Obvious field evidence exists only at the third former building site. It is recommended that the rubble and debris be removed from the site and be properly disposed or recycled at an appropriate facility during the site earthwork operations. Historically row crop-cultivated fields can become contaminated with hazardous materials as a result of the former application of agricultural chemicals. Certain organochlorine pesticides, DDT for example, are extremely persistent in the environment and residual pesticide concentrations in surface soils are consequently a possible contaminant on former rowcrop agricultural sites.

However, none of the soils sampling and testing programs performed in the Natomas area have identified pesticide concentrations in excess of either health-based or hazardous waste criteria for unrestricted future development. Thus, it is considered unlikely that the project site soils contain excessive pesticide levels.

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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 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.

MITIGATION:

Mitigation Measure #12:

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

SOUTH NATOMAS IMPACT:

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

18. AESTHETICS

No building is proposed with this application. Prior to issuance of any building permit, consistent with the Westborough PUD Guidelines and Schematic Plan an approved Special Permit is required. Any building will comply with all height, area, and setback requirements of the PUD Guidelines, once adopted, and the City Zoning Ordinance. To create an aesthetic impact, the proposed project must obstruct a public scenic view or create an aesthetically offensive site. The project does neither so it is not anticipated that any significant aesthetic impacts will result from the project.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

19. RECREATION

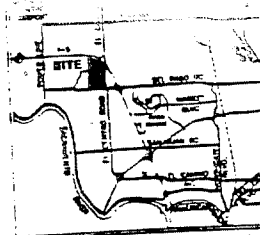
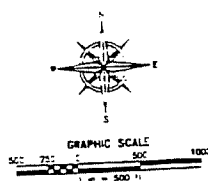
The project is proposed for a site that has been identified for urbanized land uses. The project incorporates the recreation criteria and facilities as proposed by the NNCP. A condition of approval will be included for the project for the applicant to enter into an agreement to dedicate designated park sites to satisfy City Code Section 40.16.1601 (Parkland Dedication) or as determined by Neighborhood Services Department (NSD), submit to the City an appraisal of the property to be subdivided and pay the required Parkland dedication in-lieu fees.

NORTH NATOMAS IMPACT:

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

SOUTH NATOMAS IMPACT:

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

[illegible]

**VICINITY MAP**

**DRAFT**

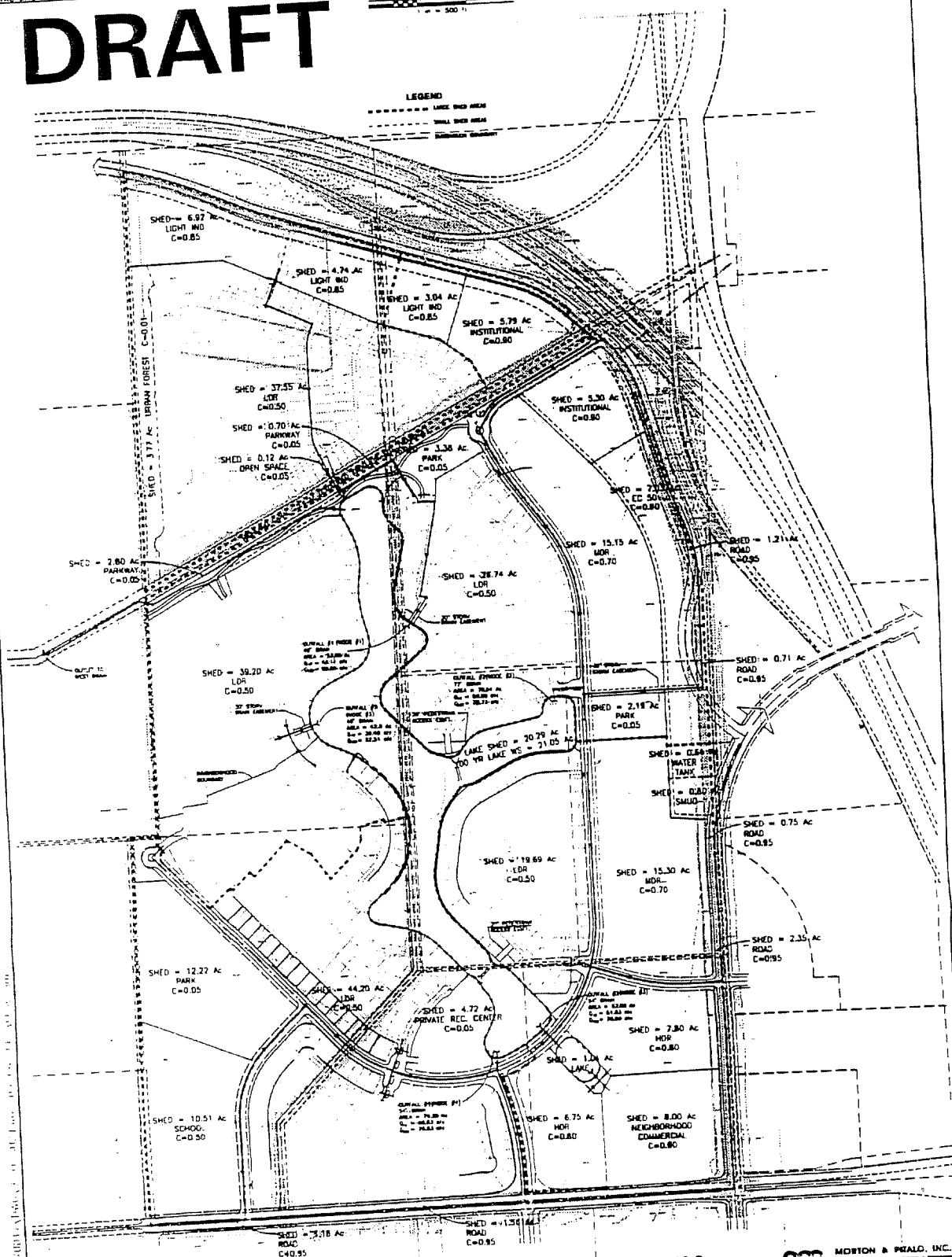


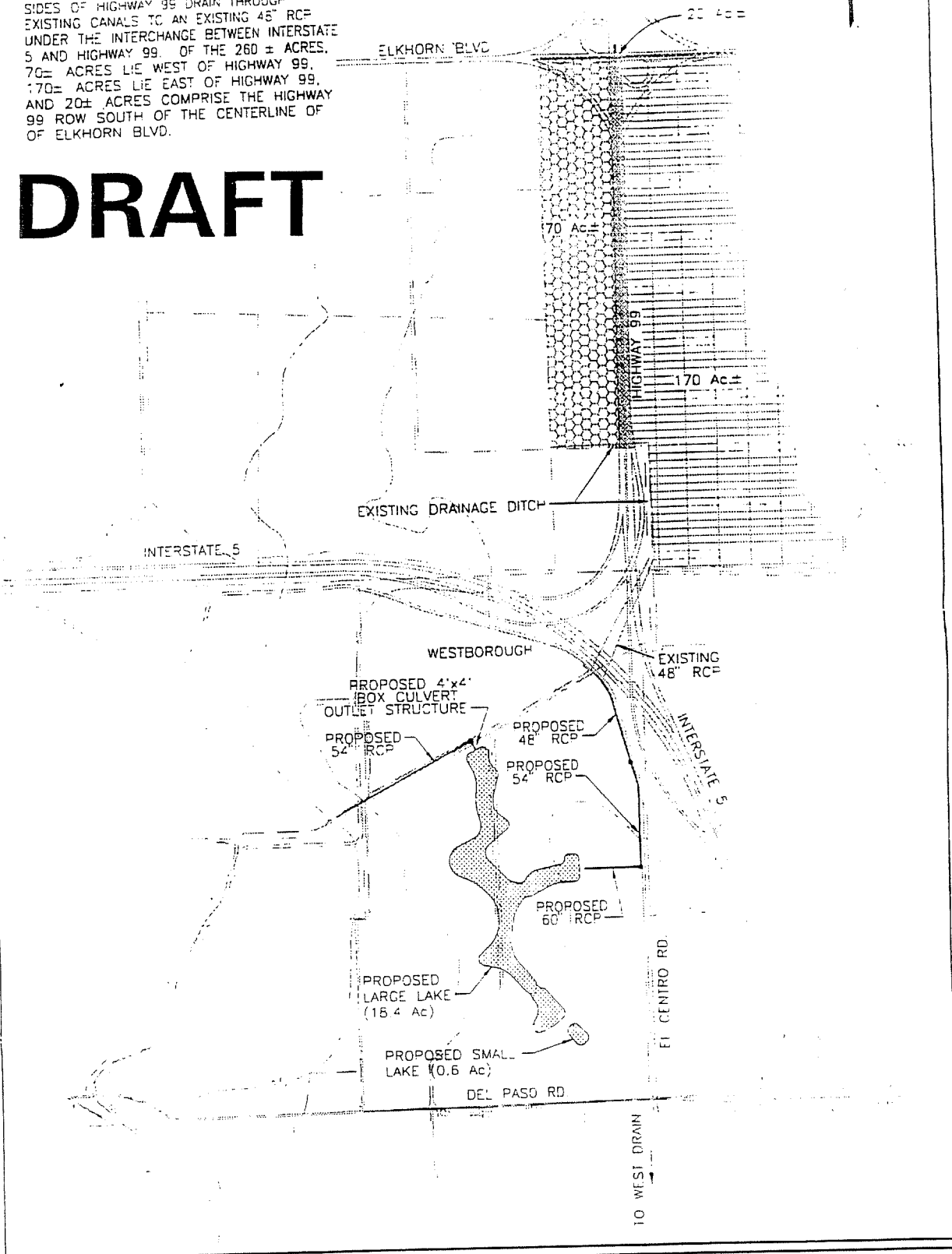
Figure 16.2



# COMMON DRAINAGE FACILITIES

APPROXIMATELY 260 ACRES SOUTH OF ELKHORN BLVD ON THE EAST AND WEST SIDES OF HIGHWAY 99 DRAIN THROUGH EXISTING CANALS TO AN EXISTING 48" RCP UNDER THE INTERCHANGE BETWEEN INTERSTATE 5 AND HIGHWAY 99. OF THE 260 ± ACRES, 70± ACRES LIE WEST OF HIGHWAY 99, 170± ACRES LIE EAST OF HIGHWAY 99, AND 20± ACRES COMPRISE THE HIGHWAY 99 ROW SOUTH OF THE CENTERLINE OF ELKHORN BLVD.

# DRAFT



**MORTON & PITALO, INC.**  
CIVIL ENGINEERING • PLANNING • SURVEYING  
1788 TRIBUTE ROAD • SUITE 200 • SACRAMENTO, CA 95815  
PHONE 916/927-2400 • FAX 916/567-0120

DRAWN	SAK	JOB NO	970017
CHECKED	RSC	DATE	MAR 1999
SCALE	1"=1000'	SHEET	1 of 1

LENNAR COMMUNITIES

**WESTBOROUGH**  
COMMON DRAINAGE FACILITIES MAP  
EXHIBIT E

CITY OF SACRAMENTO

CALIFORNIA

## 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.

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#### NORTH NATOMAS IMPACT:

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

#### MITIGATION:

##### Mitigation Measure #13:

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

##### Mitigation Measure #14:

In the event human remains are discovered during excavation, work must stop immediately and the county coroner must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.

#### SOUTH NATOMAS IMPACT:

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

**From:** "Sue Thompson" <suet@sac.sticare.com>  
**To:** <Awacht@cityofsacramento.org>  
**Date:** 12/6/04 3:01PM  
**Subject:** Candela

Dear Mr. Wacht,

I met you on Sept. 29 at a meeting for the proposed Candela neighborhood in lieu of the elementary school site of Westlake. I received a letter from Greg Plucker, director of forward planning for John Laing on Nov. 19 highlighting some changes to the original plan. No mention was made in this letter of the density of the project, which many of us Westlake residents objected to. Plaisir, one of the Westlake communities developed by Laing, has about 8 homes per acre. Some of the homes do not have driveways that will accommodate a car to be loaded, unloaded, washed or parked, thereby causing obstruction to the neighbors. It appears as though Candela will be even more dense, about 10 homes per acre.

I recognize the need for affordable housing, but I can tell you from experience that homebuyers do not want apartment style living. They desire single family homes with adequate space around them and driveways that accommodate loading and unloading. Density and lack of garages and driveways breeds slums.

Please do not recommend or approve this high density project.

Sincerely,

Sue Thompson

769-8565

5041 Sienna Lane

sthompson@golygon.com

Board of Trustees

B. Ted Burns  
 Gary Davis  
 Ron Dwyer-Voss  
 Susan Eberdia  
 Kate Nicholls

# NATOMAS UNIFIED SCHOOL DISTRICT

1901 ARENA BOULEVARD • SACRAMENTO, CA 95834 • (916) 567-5400

DAVID TOOKER  
 District Superintendent

April 20, 2004

Mr. Mark Enes  
 Executive Vice President  
 AKT Development Corporation  
 7700 College Town Drive, Suite 101  
 Sacramento, CA 95826

Dear Mark,

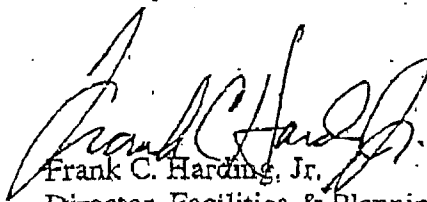
In response to your March 16, 2004 letter to Mark Skreden regarding the "Westlake 10+/- acre School Site", Natomas Unified School District (NUSD) does not currently have a need for a school site at this location. Therefore, we are willing to relinquish our reservation on this particular site so that you may pursue your current offer from John Laing Homes.

NUSD will still need a school site in this area and would be willing to move from the current designated site to one in your proposed development immediately to the west of our site. Because of site use restrictions by the California Department of Education, however, the new school site property line would have to be located a minimum of 1,500 feet from the gas line easement at Del Paso Road. A key question in this matter is the availability of utilities to the area under consideration. Can you please give me an indication of the availability of utilities in the new area?

Thank you very much for your cooperation and assistance in this matter. I look forward to working with you.

Please feel free to call me if you have any further questions at (916) 567-5468.

Sincerely,



Frank C. Harding, Jr.  
 Director, Facilities & Planning Department

FCH:cas  
 cc: Dave Tooker, NUSD

cc: Dean Phillips, NUSD

cc: Mark Skreden

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**A RESOLUTION APPROVING THE ADDENDUM TO A PREVIOUSLY ADOPTED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING PLAN FOR THE WESTLAKE PARCEL 31 PROJECT, LOCATED NORTHEAST OF THE INTERSECTION OF DEL PASO ROAD AND WYNDVIEW DRIVE, IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA**

(APN: 225-1480-031 AND -051) (P04-151)

**WHEREAS**, Environmental Planning Services has prepared an Addendum to the Negative Declaration adopted by City Council on October 26, 1999 for the Westborough Planned Unit Development (P98-112);

**WHEREAS**, on the basis of the whole record before it, the City has determined that there is no substantial evidence that the project, with implementation of the mitigation measures as identified in the Addendum, would have a significant effect on the environment;

**WHEREAS**, the Negative Declaration with the Addendum reflects the lead agency's independent judgment and analysis;

**WHEREAS**, the City Council has considered the Negative Declaration with the Addendum and determined that the environmental impacts of the proposed Westlake Parcel 31 project are within the scope of analysis contained in the Negative Declaration. Only technical changes as noted in the Addendum are necessary;

**WHEREAS**, The City Council conducted a public hearing on January 25, 2005 to consider the Westlake Parcel 31 project, and based on documentary and oral evidence submitted at said public hearing, the City Council hereby finds the adoption of the Westlake Parcel 31 project is consistent with the General Plan and the North Natomas Community Plan, as proposed.

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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The Addendum for Westlake Parcel 31 (P04-151) is approved.
2. The Mitigation Monitoring Plan is approved for the proposed Westlake Parcel 31 project based upon the following findings:
  - a. One or more mitigation measures have been added to the above identified project;
  - b. A Mitigation Monitoring Plan has been prepared to ensure compliance and implementation of the mitigation measures for the above identified project, a copy of which is attached as Exhibit 1;

The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

P04-151

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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

EXHIBIT 1 – MITIGATION MONITORING PLAN

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

**FOR**

**TYPE OF ENVIRONMENTAL DOCUMENT:**  
INITIAL STUDY/ NEGATIVE DECLARATION AS AMENDED BY AN ADDENDUM

**PREPARED FOR:**  
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

**DATE:**  
November 17, 2004

**ADOPTED BY:**  
CITY OF SACRAMENTO  
PLANNING COMMISSION

DATE:

\_\_\_\_\_

ATTEST:

\_\_\_\_\_

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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_



**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Project Name / File Number:** Westlake Parcel 31 Project (P04-151)  
**Owner/Developer- Name:** Phoenix LLC/John Laing Homes  
**Address:** 7700 College Town Drive, Suite 101  
Sacramento, CA 95826

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

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.

**Project Description:**

The proposed project involves obtaining the entitlements to allow the development of cluster single-family homes in the Westborough PUD.

**SECTION 2: GENERAL INFORMATION**

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

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

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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Air</b>  Mitigation Measure #1: The Applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.  The Developer shall comply with the components of the Amended Residential Air Quality Plan for the project.	Developer	City of Sacramento, Development Services Dept., and SMAQMD	Submittal of an Air Quality Mitigation Strategy Plan.	Prior to the issuance of a grading permit.	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Water</b>  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.	Developer	City of Sacramento, Development Services Dept.	Submittal of a drainage plan identifying the facilities.	Prior to the issuance of a building permit.	
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 Development Services, Planning Division, including: <ul style="list-style-type: none"> <li>▪ Provide multiple access points in subdivisions that are 10 acres or larger in size to facilitate evacuation and other emergency services;</li> <li>▪ New residential subdivisions shall either identify refuge areas to the satisfaction of the City Development Services Department or ensure that at least 50 percent of all residential units shall have a top plate above the base flood elevation;</li> <li>▪ Major projects (40,000 square feet or larger) shall have second story construction or roof access and a top plate above the base flood elevation in order to provide adequate refuge areas. Refuge areas at private structures should be required to accommodate employees only;</li> <li>▪ All residential and non-residential structures must be</li> </ul>			Submittal of plans identifying the specifics in Mitigation Measure #3.	Prior to the issuance of a building permit.	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p>anchored to their foundations per regulations in the City Building Code;</p> <ul style="list-style-type: none"> <li>▪ Gas valve shut-off keys must be attached in a visible location for all residential and commercial gas water heaters; and</li> <li>▪ Special facilities, such as hospitals and elder care facilities, shall be required to implement flood safety measures in their designs to the satisfaction of the City Development Services Department</li> </ul>					

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p><b>Plant and Animal Life:</b></p> <p><b>Mitigation Measure #4:</b>  The Applicant shall satisfy the mitigation requirements of the Natomas Basin Habitat Conservation Plan (NBHCP) and the Implementation Agreement, in one of the following three alternative methods for mitigating project impacts to special-status species: (i) payment of the Mitigation Fees; or (ii) transfer of Habitat Mitigation Requirement Land to the Conservancy, together with payment of the Administrative, Endowment, and Habitat Management components of the Mitigation Fees; or (iii) participation in such other mitigation plan, consistent with the goals of the NBHCP, and equivalent in biological value to (i) and (ii) above, as is approved by the City in prior consultation with the U.S. Fish and Wildlife Services and California Department of Fish and Game. Under (iii), no alternative mitigation strategy will be implemented with prior written approval of the U.S. Fish and Wildlife Service and California Department of Fish and Game.</p> <p><b>Mitigation Measure #5:</b>  Prior to construction activities, the applicant shall perform one of the following measures to mitigate potential impacts to the northern harrier:</p> <p><input type="checkbox"/> Prohibit the removal of any onsite vegetation during the nesting season (March 1—June 30) or</p> <p><input checked="" type="checkbox"/> 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</p>	Developer	City Development Services Dept., CA Regional Water Quality Control Board	<p>Submittal of remediation plan and evidence that remediation has been completed.</p> <p>Submittal of asbestos and lead-based survey report.</p>	<p>Prior to issuance of a grading permit.</p> <p>Prior to issuance of a demolition permit.</p>	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<p>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.</p> <p>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.</p> <p>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.</p> <p>Loss of jurisdictional waters and wetland areas shall be compensated pursuant to 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.</p>				

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<p><b>Mitigation Measure:</b>  The project 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.</p>					

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Noise:</b> Mitigation Measure #7: Prior to approval of the Final Master Parcel Map, the applicant shall incorporate noise barrier details on project development plans for residential areas. Based on the Acoustical Analysis for the Westborough Project prepared by Brown-Burton Associates, the noise barriers shall have a mass that provides sufficient transmission loss in the frequency range of concern and will at least six feet in height. Noise barriers may be required to exceed six feet in height depending on the actual distance from the noise source and ultimate grading elevations.	Developer	City Development Services Department	Final Master Parcel Map shall show all the noise barriers.	Prior to approval of final master parcel map.	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_



**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Transportation and Circulation:</b>  Mitigation Measure #8: 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.  <u>The Developer shall comply with the components of the Amended Residential Air Quality Plan for the project.</u>  Mitigation Measure #9: Analyses were undertaken to develop a phasing plan for the roadway improvements outlined as mitigation for the existing plus project scenario. Traffic associated with the project was superimposed on existing traffic volumes in five percent increments, and incremental roadway improvements were developed to maintain acceptable LOS "C" or better roadway operating conditions. The following is the phasing of the mitigation measures:  A. Upon development of 55 percent of the project, the following mitigation measures shall be completed: Signalize the Del Paso Road and I-5 Northbound Ramps intersection  B. Upon development of 60 percent of the project, the following mitigation measures shall be completed: Signalize the Del Paso Road and El Centro Road intersection  C. Upon development of 70 percent of the project, the	Developer	City Development Services Department	Submittal of a TMP.	Prior to issuance of a building permit.	
			Submittal of plans showing mitigation measure.	Prior to recordation of the final map.	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	VERIFICATION OF COMPLIANCE			
	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing Verification of Compliance (Initials/Date)
<p>following mitigation measures shall be completed:</p> <p>Widen Del Paso Road to four lanes El Centro Road to I-5</p> <p>D.Upon development of 90 percent of the project, the following mitigation measures shall be completed:</p> <p>Signalize the Del Paso Road and I-5 Southbound Ramps intersection.</p> <p>Widen El Centro Road to four lanes "C" Street to Del Paso Road.</p> <p>The Developer shall pay their fair share contribution concerning any traffic improvements as required by the Development Services Department, Development Engineering and Finance Division.</p> <p>Mitigation Measure #10: Prior to approval of the final subdivision maps for the low-density residential area, the City Public Works Development Services Department shall review the gated entry designs and ensure that adequate driveway lengths are provided to avoid blocking traffic.</p>				

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure		Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
				Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Human Health</b>						
Mitigation Measure #11: The applicant shall 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.		Developer	City of Sacramento, Development Services Dept., and Sacramento County EMD	Submittal of water well removal permits.	Prior to the issuance of a grading permit.	
Mitigation Measure #12: The applicant shall participate in the Mosquito Abatement Control Program Assessment District to be established by the Sacramento Yolo Mosquito Abatement District in order to provide urban standards of mosquito control in the project area.			City of Sacramento, Development Services Dept. and Sacramento-Yolo Mosquito Abatement District	Submittal of paperwork showing that the district has been established.	Prior to issuance of a grading permit.	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

**WESTLAKE PARCEL 31 PROJECT (P04-151)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials/Date)
<b>Cultural Resources</b> Mitigation Measure #13: If subsurface archaeological, or pre-historical, or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.  Mitigation Measure #14: In the event human remains are discovered during excavation, work must stop immediately and the county recorder must be contacted. Section 5097.94 and 5097.98 of the Public Resources Code require consultation with the Native American Heritage Commission, protection of Native American remains, and notification of most likely descendants. SB 447 (Chapter 404, Statutes of 1987) also protects Native American remains or associated grave goods.	Developer	City Development Services Department	Note shall be included on the Map and within the Standard Construction Specifications	Measures shall be implemented in field during grading and construction activities.	

**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION AMENDING THE GENERAL PLAN LAND USE MAP TO RE-DESIGNATE 11.2± ACRES FROM PUBLIC/QUASI-PUBLIC-MISCELLANEOUS (PQPM) TO 0.6± ACRES OF PARKS/RECREATION/OPEN SPACE AND 10.6± ACRES OF LOW DENSITY RESIDENTIAL (LDR), IN THE WESTBOROUGH PLANNED UNIT DEVELOPMENT, LOCATED IN NORTH NATOMAS, NORTHEAST OF THE INTERSECTION OF DEL PASO ROAD AND WYNDVIEW DRIVE, IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA.**

(APN: 225-1480-031 and -051) (P04-151)

**WHEREAS**, the Planning Commission conducted a public hearing on December 9, 2004, and the City Council conducted a public hearing on January 25, 2005 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The proposed land use amendment is compatible with the surrounding land uses;
2. The subject site is suitable for single-family residential development; and
3. The proposal is consistent with the policies of the North Natomas Community Plan and the General Plan.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Sacramento that:

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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

The property as described on the attached Exhibit 1 in the City of Sacramento is hereby re-designated on the General Plan land use map from 11.2± acres from Public/Quasi-Public-Miscellaneous (PQPM) to 0.6± acres of Parks/Recreation/Open Space and 10.6± acres of Low Density Residential (LDR) (APN: 225-1480-031 and -051)

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

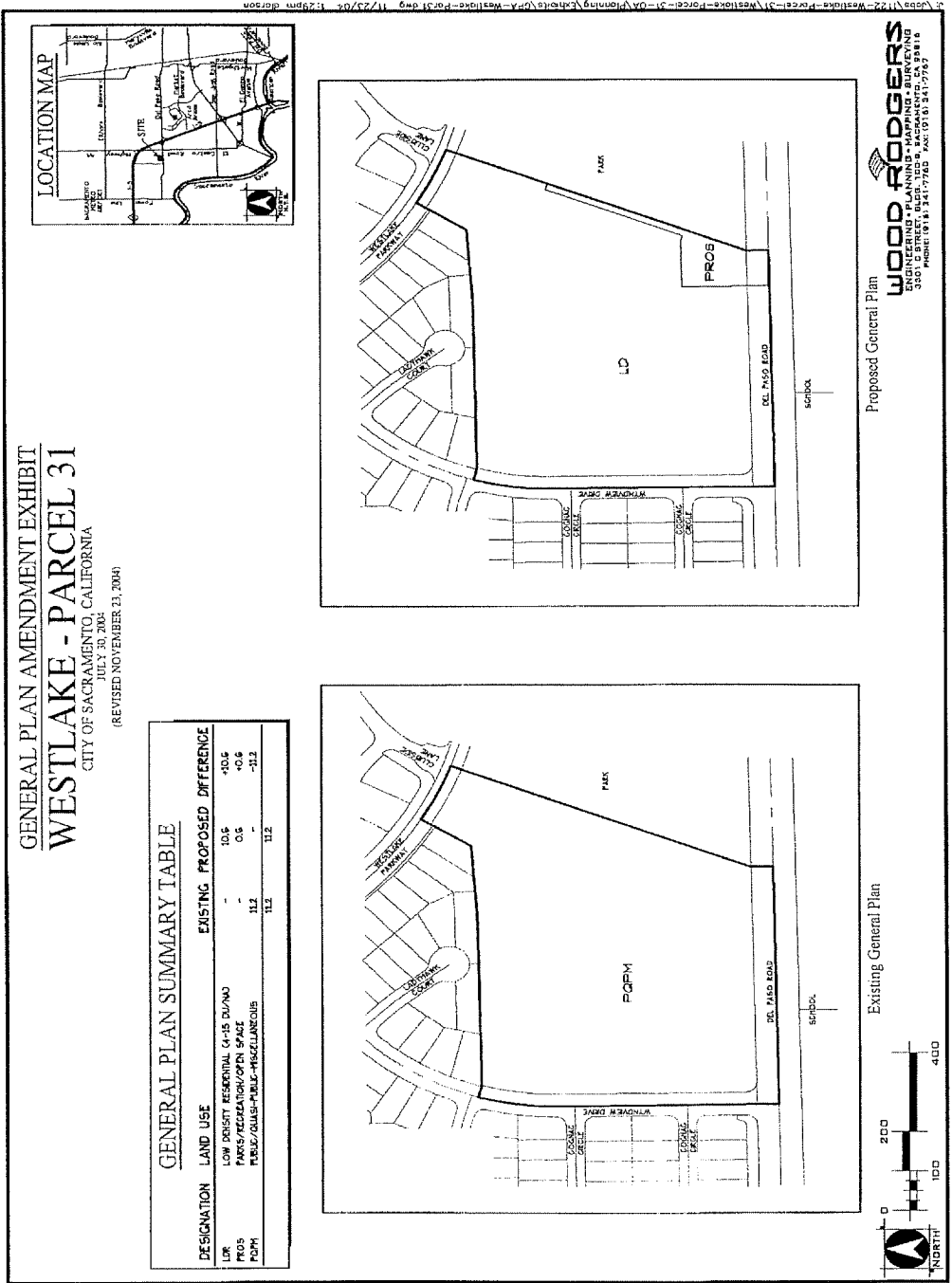
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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

EXHIBIT 1 – GENERAL PLAN AMENDMENT EXHIBIT



FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION AMENDING THE NORTH NATOMAS COMMUNITY PLAN LAND USE MAP TO RE-DESIGNATE 11.2± ACRES FROM GENERAL PUBLIC FACILITIES (GPF) TO 0.6± ACRES OF PARKS/OPEN SPACE AND 10.6± ACRES OF MEDIUM DENSITY RESIDENTIAL (MDR), IN THE WESTBOROUGH PLANNED UNIT DEVELOPMENT, LOCATED IN NORTH NATOMAS, NORTHEAST OF THE INTERSECTION OF DEL PASO ROAD AND WYNDVIEW DRIVE.**

(APN: 225-1480-031 and -051) (P04-151)

**WHEREAS**, the Planning Commission conducted a public hearing on December 9, 2004, and the City Council conducted a public hearing on January 25, 2005 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The proposed land use amendment is compatible with the surrounding land uses;
2. The subject site is suitable for single-family residential; and
3. The proposal is consistent with the policies of the North Natomas Community Plan and the General Plan.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Sacramento that:

The property as described on the attached Exhibit 1, in the City of Sacramento, is hereby re-designated on the North Natomas Community Plan land use map from 11.2± acres from General Public Facilities (GPF) to 0.6± acres of Parks/Open Space and 10.6± acres of Medium Density Residential (MDR) (APN: 225-1480-031 and -051).

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_



\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

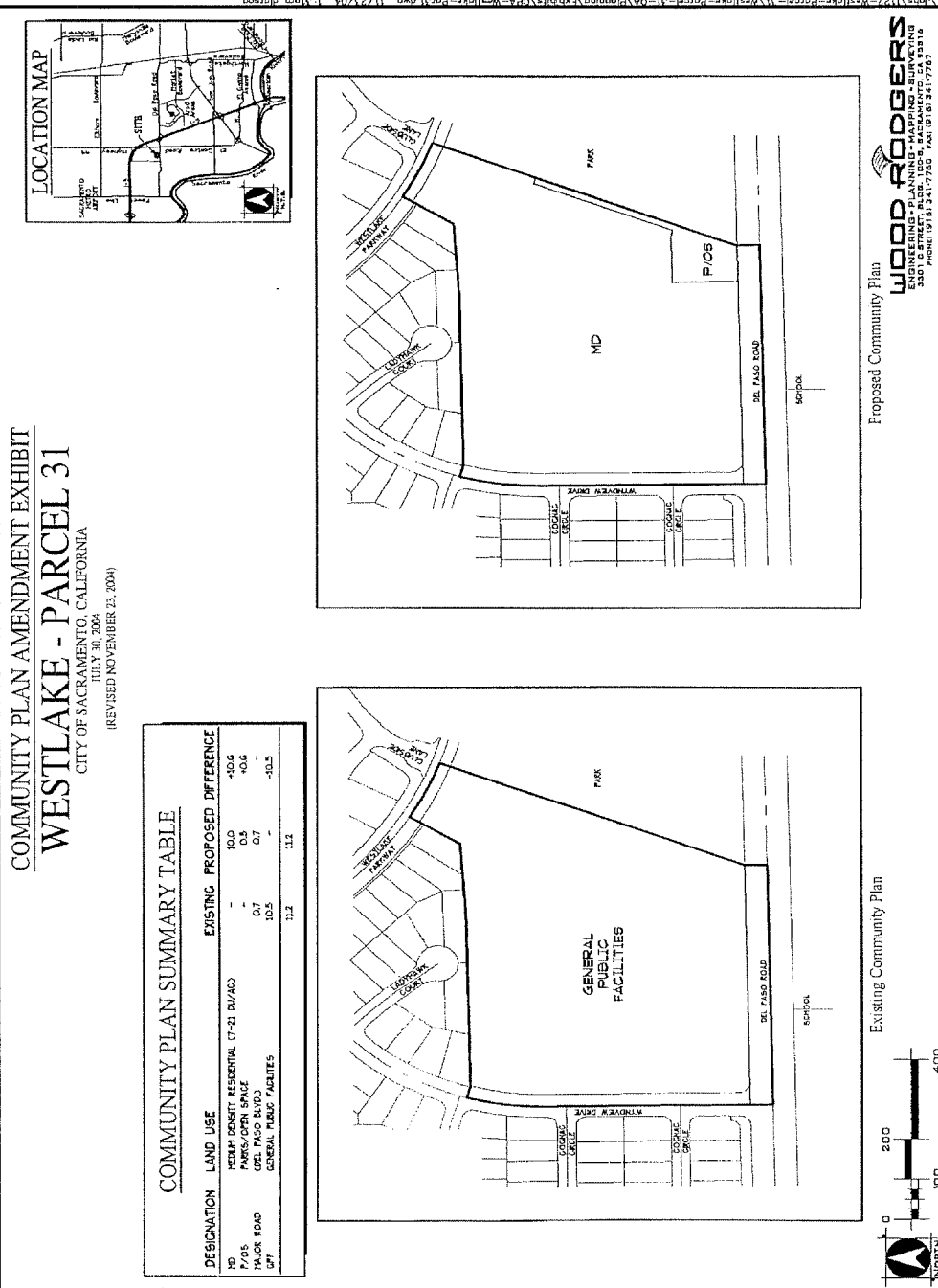
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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_



**FOR CITY CLERK USE ONLY**

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

AN ORDINANCE AMENDING THE DISTRICTS ESTABLISHED BY THE COMPREHENSIVE ZONING ORDINANCE (TITLE 17 OF THE CITY CODE), BY REZONING 11.2± ACRES FROM STANDARD SINGLE-FAMILY PLANNED UNIT DEVELOPMENT (PUD) ZONE TO 0.6± ACRES OF AGRICULTURE-OPEN SPACE PLANNED UNIT DEVELOPMENT (AOS-PUD) ZONE AND 10.6± ACRES OF SINGLE-FAMILY ALTERNATIVE PLANNED UNIT DEVELOPMENT (R-1A-PUD) ZONE, LOCATED IN THE WESTBOROUGH PLANNED UNIT DEVELOPMENT (PUD), NORTHEAST CORNER OF DEL PASO ROAD AND WYNDVIEW DRIVE.

(APN: 225-1480-031 AND -051) (P04-151)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

## SECTION 1

The attached Exhibit 1 describes properties and both their current zoning and the zones for which they are to be placed pursuant to this amendment.

The zoning designation for the following property which constitutes 11.2± acres of Standard Single-Family Planned Unit Development (R-1-PUD) zone, is hereby removed and 0.6± acres will be placed in the Agriculture-Open Space Planned Unit Development (AOS-PUD) zone and 10.6± acres will be placed in the Single-Family Alternative Planned Unit Development (R-1A-PUD) zone for:

APN: 225-1480-031 and -051

## SECTION 2

The City Clerk of the City of Sacramento is hereby directed to amend the official zoning maps, which are a part of said Ordinance to conform to the provisions of this Ordinance.

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***FOR CITY CLERK USE ONLY***

ORDINANCE NO. \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

PASSED FOR PUBLICATION:

PASSED:

EFFECTIVE:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

P04-151

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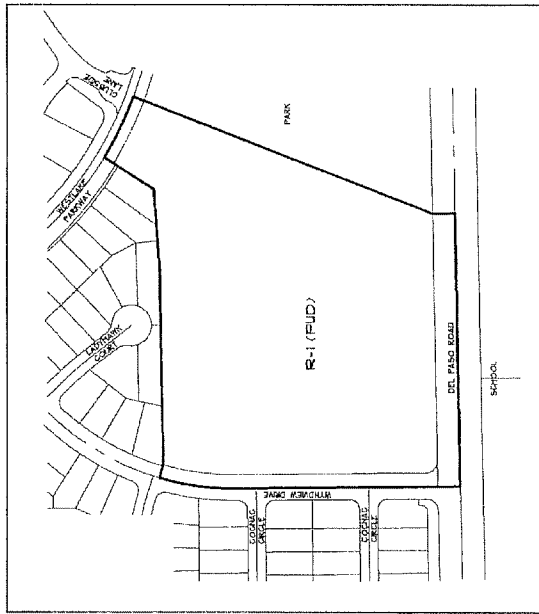
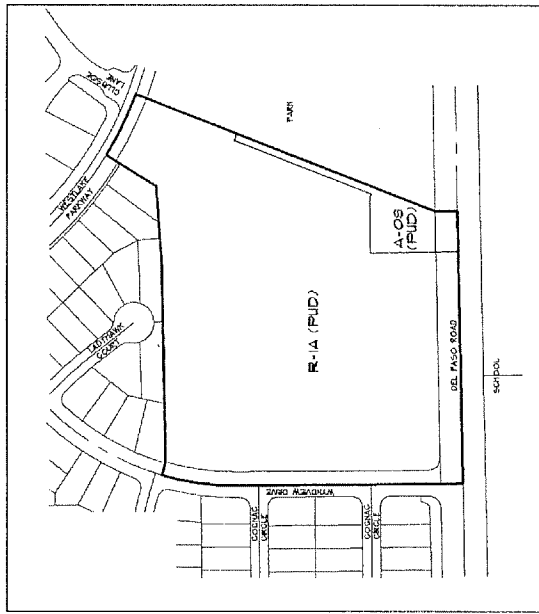
***FOR CITY CLERK USE ONLY***

ORDINANCE NO. \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

JULY 30, 2004  
(REVISED NOVEMBER 23, 2004)

DESIGNATION	LAND USE	EXISTING ZONING	PROPOSED ZONING	DIFFERENCE
1A-1A (CUD)	SINGLE-FAMILY	-	10-0	+10-0
1A-05 (CUD)	PARTS/RECREATION	11-2	0-0	-10-0
1-1 (CUD)	SINGLE-FAMILY	-	11-2	+11-2



**WOOD-RODGERS**  
ENGINEERING - PLANNING - MAPPING - SURVEYING  
3501 C STREET, ELEC. 1CO-8, SACRAMENTO, CA 95816  
PHONE: (916) 241-7788 FAX: (916) 241-7767

Proposed Zoning

Existing Zoning



DATE ADOPTED:

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**RESOLUTION AMENDING THE WESTBOROUGH PUD SCHEMATIC PLAN TO THE WESTBOROUGH PLANNED UNIT DEVELOPMENT TO DEPICT 101± SINGLE-FAMILY CLUSTER LOTS AND ADDITIONAL PARKS ACREAGE ON 11.2± ACRES, LOCATED NORTHEAST OF THE INTERSECTION OF DEL PASO ROAD AND WYNDVIEW DRIVE, IN NORTH NATOMAS, SACRAMENTO, CALIFORNIA.**

(APN: 225-1480-031 and -051) (P04-151)

**WHEREAS**, the Planning Commission conducted a public hearing on December 9, 2004, and the City Council conducted a public hearing on January 25, 2005 concerning the above plan amendment and based on documentary and oral evidence submitted at the public hearing, the Council hereby finds:

1. The PUD amendment conforms to the General Plan and the North Natomas Community Plan; and
2. The PUD amendment meets the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and
3. The PUD amendment will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development will be well-designed, and that the residential, commercial, and open space uses will not create a negative impact on adjacent uses.

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***FOR CITY CLERK USE ONLY***

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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MAYOR

ATTEST:

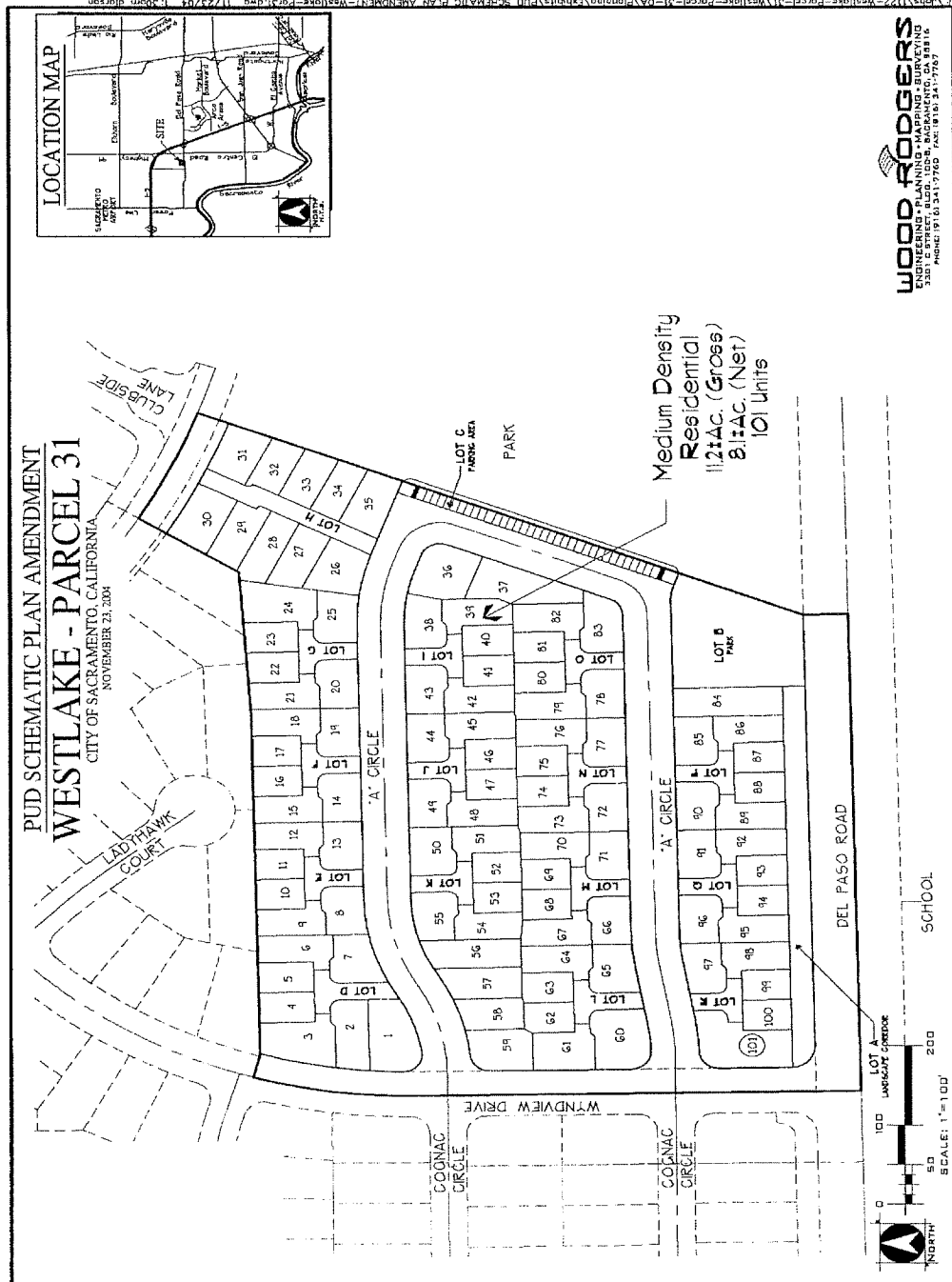
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