

City of  
**SACRAMENTO**  
Community Development

**ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION**

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

Project Name and Number: **Jessie Avenue Subdivision (P14-069)**

**Original Project: Dunmore-Jessie Project (P04-079)**

The City of Sacramento, Community Development 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 this Addendum, would have a significant effect on the environment beyond that which was evaluated in the attached Mitigated Negative Declaration (MND). A Subsequent MND is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to an adopted MND 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, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811.

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

By: \_\_\_\_\_

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



June 29, 2015

**Jessie Avenue Subdivision (P14-069)**  
**Addendum to Mitigated Negative Declaration**

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**File Number/Project Name:** Jessie Avenue Subdivision (P14-069)

**Project Location:** The 27.29 acre project site is located directly north of Interstate 80 (I-80). The site is located on Jessie Avenue and Dry Creek Road to the east and May Street to the west. The project site consists of the following Assessor's Parcel Numbers (APNs): 237-0200-056, -074, -086, 237-0140-026, -032, and -033, 2370140-056. (see Attachment A, Vicinity Map and Attachment B, Site Plan).

**Existing Plan Designations and Zoning:** The 2035 General Plan land use designations for the project site are Suburban Neighborhood Low Density and Suburban Neighborhood Medium Density. The current zoning designation for the site is Single Family Alternative (R1-A) and Agriculture-Open Space (A-OS).

**Project Background:** The original Dunmore-Jessie Project (P04-079) consisted of 184 single-family, detached homes, one park, two landscape lots, and one detention basin lot on 27.29 vacant acres. The Dunmore-Jessie Project entitlements were approved on October 17, 2006 by the following resolutions:

Resolution 2006-761

- Mitigated Negative Declaration; and
- Mitigation Monitoring Plan.

Resolution 2006-762

- General Plan Amendment to re-designate 26.7 acres from Medium Density Residential and Low Density Residential to Low Density Residential and Parks-Recreation-Open Space.

Resolution 2006-763

- North Sacramento Community Plan Amendment to re-designate 26.7 acres of Residential (4-8 du/na) and 19.2 acres of Residential (11-29 du/na) to 21.5 acres of Residential (7-15 du/na) and 5.2 acres of Parks/Open Space; and
- Rezone 26.7 acres of Multi-Family (R-2A zone) and 7.5 acres of Standard Single-Family (R-1A) zone and 5.2 acres of Agriculture-Open Space (A-OS) zone.

Resolution 2006-764

- Inclusionary Housing Plan.

**Project Description:** The proposed project would subdivide 27.29 acres for the development of 144 single-family residential lots, one landscaped lot, and a park space/detention basin. In addition, construction for the project is proposed to occur in three phases. Phase one would start north of Jessie Avenue, the second phase would continue east of the planned extension of May

Street (south of Jessie Avenue) and phase three of construction would include the remainder of the site.

The required entitlements for the proposed project include the following:

- Addendum to a previously approved Mitigated Negative Declaration;
- Tentative Subdivision Map approval to subdivide 27.29 acres into 144 single units, one landscaped lot, and an open-space/detention basin lot; and
- Site Plan and Design Review approval, with deviations.

An Addendum to an approved Mitigated Negative Declaration may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in section 15162 as they relate to the project.

1. **Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;**
2. **Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or**
3. **New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:**
  - a) **The project will have one or more significant effects not discussed in the previous EIR or negative declaration;**
  - b) **Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];**
  - c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**

- d) **Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

## Discussion

The Dunmore-Jessie Project's Initial Study/Mitigated Negative Declaration (IS/MND) analyzed 184 single-family residential units, as initially proposed and approved. The project would now include 144 residential units and includes a tentative subdivision map and site plan and design review. The previously identified Dry Creek Road and Jessie Avenue connection would not occur. Final maps and grading permits proposed for the project are anticipated to be approved in three phases. Any potential impacts beyond those previously identified and addressed in the 2006 IS/MND are discussed below.

### Transportation and Circulation

The original project was approved for 184 residential units; however the Traffic Impact Analysis for the original project analyzed impacts based on 191 residential units. The study area included nine intersections, five roadway segments, and four freeway ramps analyzed baseline and cumulative conditions. The trip generation anticipated for the original project was 143 trips during the AM hour and 192 trips during the PM hour. The Dunmore-Jessie IS/MND concluded that traffic impacts would be less than significant with mitigation measures.

The proposed project would consist of 144 single-family residential units without the connection of Jessie Avenue to Dry Creek Road. The proposed project is expected to reduce AM and PM peak hour trips by 32 and 46, respectively, as seen in Table 1.

	Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
		In	Out	Total	In	Out	Total	
P04-079 - Approved Project Trip Generation	191 Residential Units	29	114	143	125	67	192	1,886
P14-069 - Proposed Project Trip Generation	144 Residential Units	28	83	111	92	54	146	1,469
<b>Net Trip Difference</b>		<b>-1</b>	<b>-31</b>	<b>-32</b>	<b>-33</b>	<b>-13</b>	<b>-46</b>	<b>-417</b>
Notes: Trip rates for the revised 2014 project based on data published in Trip Generation 9 <sup>th</sup> Edition (ITE, 2012).								
Source: City of Sacramento. Jessie Avenue Subdivision (P14-069)-Traffic Assessment, Memo. April 4 2015.								

Because the Jessie Avenue and Dry Creek Road connection is not included in the proposed project, trips originally intended for that roadway would be dispersed to Clay Creek Way, Cold Creek Way, and Liama Creek Way. The increase in traffic volumes along Clay Creek, Cold Creek, and Liama Creek Way, due to the omission of the Jessie Avenue to Dry Creek Road connection, is not expected to result in any new impacts related to transportation and circulation according to the Traffic Report Memo prepared by the City of Sacramento Department of Public Works (Attachment C). Because fewer residential units are associated with the proposed project, impacts related to transportation and circulation would be less than what has been identified for

the original project. The proposed project would not have substantial changes that would create new circumstances or an increase in impacts related to transportation and circulation beyond what was identified in the Dunmore-Jessie IS/MND. In addition, the mitigation measure required in the Dunmore-Jessie IS/MND has been revised for clarification. New text is shown as double underlined and removed text is shown as ~~struck through~~, as follows:

T-1 At the Dry Creek Road / Bell Avenue intersection, the applicant shall pay a fair share payment for construction of a traffic signal with protected left-turn phasing (green arrows) for the east and west approaches and permitted left-turn phasing (green ball displays) for the north and south approaches. Said fair share payment shall be made prior to the issuance of building permits.

### Noise

The proposed project would involve fewer residential units than the original project. As such, the number of units that could be affected by noise and the amount of traffic noise associated with project operation would be less than that of the original project. As noted in the discussion of traffic, above, the reduction in residential units would reduce the amount of vehicle trips generated by the project. Therefore, traffic noise associated with the project presented in the 2006 Brown Butin Associates Environmental Noise Report would be less than that of the original project. The surrounding uses and noise sources have not changed since the previous analysis. Therefore, the proposed project would not result in any additional impacts beyond those identified in the Dunmore-Jessie IS/MND. Because the proposed project changes include phasing and revised lot numbers, the noise mitigation measures are hereby revised as follows with new text shown as double underlined and removed text shown as ~~struck through~~.

N-1 Prior to the issuance of occupancy permits for units on lots 14-17, 51-61, 96, 97, or 131-144, a traffic noise barrier shall be constructed along the full length of the south property line. The barrier height shall be 9 feet above pad elevation from the east end of the project site to a point aligned with the west end of lot ~~49~~ 61. Moving to the west from that point, the barrier height shall step down at equal intervals to a height of 8 feet above the adjoining pad elevation. The barrier shall enclose the north side of the Sump 144.

N-2 The Community Development Department shall verify that the building plans for units on lots ~~1-8, 11, 12, 15, 18, 19, 96, 97, 108, 109, 110, 113, 114, 117, 118, 121, 122, 125, and 142~~ 14-17, 51-61, 96, 97, and 131-144 contain the following measures:

- Exterior walls facing I-80 must be finished with stucco or brick siding.
- Windows on the facades of the homes on lots ~~5-8, 11, 12, 15, 18, 19, 96, 97, 108, 109, 110, 113, 114, 117, 118, 121, 122, 125, and 142~~ 51-61, 96, 97, and 131-144 that have a line of sight to I-80 must have an STC rating of at least 40. Windows on the facades of the homes on Lots ~~1-4~~ 14-17 that have a line of sight to I-80 must have an STC rating of at least 35.

- Air conditioning or other suitable mechanical ventilation must be provided to allow residents to close windows for the desired acoustical isolation.

### Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions were not addressed in the Dunmore-Jessie IS/MND. Potential impacts related to GHG emissions do not constitute “new information” as defined by CEQA, as GHG emissions were known as potential environmental issues before 1994.<sup>1</sup> Since the time the Dunmore-Jessie IS/MND was approved, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. On February 14, 2012, the City adopted the City of Sacramento Climate Action Plan (CAP), which identified how the City and the broader community could reduce Sacramento’s GHG emissions and included reduction targets, strategies, and specific actions.

The City has recently adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all City-Wide policies and programs that are supportive of reducing GHG emissions. The General Plan CAP Policies and Programs per the General Plan Update supersede the City’s CAP. Rather than compliance and consistency with the CAP, all proposed projects must now be compliant and consistent with the General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update. As such, the proposed project would be required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update.

In addition to the City’s General Plan CAP Policies and Programs outlined in Appendix B of the General Plan Update, a number of regulations have been enacted since the Dunmore-Jessie IS/MND was approved for the purpose of, or with an underlying goal for, reducing GHG emissions, such as the California Green Building Standards Code (CALGreen Code) and the California Building Energy Efficiency Standards Code. It should be noted that according to the California Energy Commission, the 2013 Building Energy Efficiency Standards are anticipated to result in 25 percent less energy consumption for residential buildings and 30 percent savings for nonresidential buildings over the previous energy standards. (California Energy Commission. News Release: “*New Title 24 Standards Will Cut Residential Energy Use by 25 Percent, Save Water, and Reduce Greenhouse Gas Emissions.*” July 1, 2014). Such regulations have become increasingly stringent since the Dunmore-Jessie IS/MND was adopted. The proposed project would be required to comply with all applicable regulations associated with GHG emissions, including the CALGreen Code and California Building Energy Efficiency Standards Code.

The Dunmore-Jessie project could result in the buildout of 184 single-family residences. The proposed project would modify the project by reducing the number of single-family residences to 144. New land use or zoning designations are not proposed as part of the project, and the overall area of disturbance anticipated for buildout of the project site would not be modified. The proposed reduction of 40 residences from what is currently allowed and approved to be built on

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<sup>1</sup> As explained in a series of cases, most recently in *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal. App. 4th 1301. Also see, *Citizens of Responsible Equitable Development v. City of San Diego* (2011) 196 Cal.App.4th 515.

the site would result in a smaller population at the site. Due to the reduction in people at the site, fewer vehicle trips would be associated with the site, less wastewater and solid waste would be generated, and the demand for energy and water supplies would be less. Because the primary GHG emission sources are area sources such as landscape maintenance equipment exhaust and consumer products (e.g., deodorants, cleaning products, spray paint, etc.), vehicle trips, energy consumption, water conveyance and treatment, wastewater treatment, and solid waste disposal, the GHG emissions associated with such as a result of the proposed project would be expected to be less than what would occur under the approved project.

Because the proposed project would reduce the number of units associated with the site, which would result in fewer GHG emissions than what could occur from buildout per the approved project, and would be required to comply with all applicable standards and regulations related to GHG, including the City's General Plan CAP Policies and Programs, CALGreen Code, and California Building Energy Efficiency Standards Code, the proposed project would not result in any new or increased impacts related to GHG emissions and global climate change.

### Energy

Since the approval of the original project, the City has adopted the 2035 General Plan. One of the key goals of the General Plan is to continue the City's policy of encouraging new development within the City limits, avoiding sprawl, and reducing vehicle miles traveled. The proposed project would be consistent with the General Plan's intentions. In addition, as discussed above, the proposed project would be required to comply with the CALGreen Code and California Building Energy Efficiency Standards Code, which include numerous requirements regarding energy efficiency in buildings. Because the proposed project would comply with the City's General Plan CAP Policies and Programs, CALGreen Code, and California Building Energy Efficiency Standards Code, the proposed project would not be expected to result in wasteful or inefficient energy usage.

### Biological Resources

The Dunmore-Jessie IS/MND's Biological Resources evaluation relied upon a *Jurisdictional Delineation and Special Status Species Evaluation* for the project site that was prepared by Gibson and Skordal (2004). Based on the results of the report, the 2006 IS/MND concluded that the project would result in a less than significant impact related to endangered, threatened, rare, and locally designated species, and wetland habitats with the incorporation of mitigation measures. Because the currently proposed project would be developed on the same site that was previously analyzed, impacts would be expected to be similar.

A field review was conducted on April 30, 2015 by Gibson and Skordal (see Attachment D), which concluded that the conditions of the wetlands on site are currently the same as they were previously. Previously identified mitigation measures provided that prior to the issuance of grading permits, the Community Development Department would require documentation that the project complies with all applicable state and federal laws related to wetlands (e.g., Section 404 Permit, U.S. Army Corps of Engineers). The applicant has a current 404 permit necessary for the proposed project. Given that the proposed project would be located at the same site, previously

required mitigation measures would be incorporated into the project and impacts to wetlands would remain less than significant.

The previous Special Status Species Evaluation (2004) concluded that the special-status species were not found on the project site; however the potential for special status plants to occur on the site does exist, as well as for some special status wildlife species to be located within a five-to-ten mile radius of the project site. Previously identified mitigation measures involve pre-construction surveys by qualified biologists that would identify special-status species utilizing the site. An updated California Natural Diversity Database (CNDDB) search was conducted for the project site as part of this review. The results of the search did not identify any additional special status species that could occur on the project site.

In order to mitigate the potentially significant impacts, the Dunmore-Jessie IS/MND identified appropriate mitigation measures that would apply to the proposed project given that site conditions have remained the same. Therefore, the proposed project would not have substantial changes that would create new circumstances or an increase in impacts related to biological resources beyond what was identified in the Dunmore-Jessie IS/MND.

### Land Use and Planning

The project site's 2035 General Plan land use designations are Suburban Neighborhood Low Density and Suburban Neighborhood Medium Density. The 2035 General Plan has a policy that addresses multi-parcel development where more than one general plan density applies (Policy LU 4.3.3). This policy allows the maximum number of units allowed by the 2035 General Plan designations to be applied to the entire project. Therefore, the proposed density is well within the density range allowed by the General Plan. Additionally, the zoning designation for the site is Single Family and Single Family Alternative (R-1A). The proposed project would be consistent with land use and zoning designations because the nature of development proposed are single-family residential units. Overall, the proposed project would be consistent with the 2035 General Plan. The proposed project would not include any substantial new information, changes or impacts that would require major revisions to the previous IS/MND.

### Additional Environmental Resource Areas

In addition to the impacts analyzed in the previous discussions, the Dunmore-Jessie IS/MND also included analysis of Population and Housing; Seismicity, Soils, and Geology; Water; Air Quality; Energy; Hazards; Public Services; Utilities; Aesthetics; Cultural Resources; and Recreation. The original project resulted in less than significant impacts for all of the above categories, with Cultural Resources being the exception. The Dunmore-Jessie IS/MND identified a less-than-significant impact to Cultural Resources with incorporation of the recommended mitigation measures. The proposed project would have similar impacts and would be required to apply the mitigation measures in the IS/MND. The proposed project would have less impacts than the conclusions made in the previous IS/MND with regards to Population and Housing; Seismicity, Soils, and Geology; Water; Energy; Hazards; Public Services; Utilities; and Recreation because the proposed number of residential units is less than what was approved in the original project, therefore the impacts of substantial population growth, construction activities to soils, the use of

water and energy, risk of exposure to hazardous sources, altered services related to public services, and use of utilities and recreational facilities are reduced even further below the thresholds of significance. Aesthetics would be less impacted by the proposed project because the reduction in residential units would decrease the amount of obstruction to the surrounding area than the original 184 units proposed. Conclusions made in regards to Air Quality would be reduced because the reduction in residential units would reduce overall traffic and pollutants associated with traffic. Therefore, the project would not result in any new significant information of substantial importance, new impacts or an increase the severity of previously identified impacts that would require major revisions to the original IS/MND.

### Conclusion

As established in the discussions above regarding the potential effects of the proposed project, substantial changes are not proposed to the project nor have any substantial changes occurred that would require major revisions to the original IS/MND. Due to the proposed reduction in residential units in comparison to the originally approved project, impacts beyond those identified and analyzed in the Dunmore-Jessie IS/MND would not result. Overall, the proposed modifications to the project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the original project in the IS/MND. As such, the proposed project would not result in any conditions identified in CEQA guidelines section 15162, and a subsequent MND is not required.

**Based on the above analysis, this Addendum to the previously-Adopted Mitigated Negative Declaration for the project has been prepared.**

### **Attachments:**

- A) Vicinity Map
- B) Site Plan
- C) Traffic Report Memo
- D) Biological Resources Memo
- E) Section 404 Permit, U.S. Army Corps of Engineers
- F) 2006 Initial Study/ Mitigated Negative Declaration

**ATTACHMENT A**  
**VICINITY MAP**



**ATTACHMENT B**  
**NEW SITE PLAN**



**ATTACHMENT C**  
**TRAFFIC REPORT MEMO**

**To:** Samar Hajeer, Senior Engineer  
**From:** Aelita Milatzo, Assistant Engineer  
**Subject:** Jesse Avenue Subdivision (P14-069) – Traffic Assessment  
**Date:** 04-09-2015

The project site is located north of I-80 and west of Dry Creek Road. The proposed project includes development of 144 single family residential units. The access to the development is proposed from Jessie Avenue in the west and May Street, Clay Creek Way, and Cold Creek Way from the north. Both Clay Creek Way and Cold Creek Way connect to Dry Creek Road via Liama Creek Way in the east. No direct access is proposed from the south.

### Project Background

In June 2006 the City of Sacramento approved the Dunmore-Jessie Avenue project (P04-079) located on the same development site. During the process of the project approval, City of Sacramento prepared a traffic impact study (Dunmore-Jessie Avenue Project Traffic Impact Analysis, Dowling Associates, November 15, 2005) and analyzed the impact of the project to include 191 single family residential units. The project had proposed the same vehicular access points and additionally proposed to extend Jessie Avenue to the Dry Creek Road in the east. The study area included nine intersections, five roadway segments, and four freeway ramps. Analysis was done for baseline and cumulative conditions. The Planning Commission adopted a Mitigation Monitoring Program to require all mitigation measures to be implemented.

The following mitigation measure was included in the traffic impact study for the approved Dunmore-Jesse Avenue project (P04-079):

**T1:** At the Dry Creek Road/ Bell Avenue intersection, the applicant shall pay a fair share for construction of a traffic signal with protected left-turn phasing (green arrows) for the east and west approaches and permitted left-turn phasing (green ball displays) for the north and south approaches.

### Trip Generation

Table 1 below shows the trip generation comparison between the approved project (P04-079) and proposed project (P14-069).

**TABLE 1**  
**TRIP GENERATION COMPARISON BETWEEN THE APPROVED P04-079 PROJECT AND**  
**PROPOSED P14-069 PROJECT**

	Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
		In	Out	Total	In	Out	Total	
P04-079 - Approved Project Trip Generation	191 Residential Units	29	114	143	125	67	192	1,886
P14-069 – Proposed Project Trip Generation	144 Residential Units	28	83	111	92	54	146	1,469
<b>Net Trip Difference</b>		<b>-1</b>	<b>-31</b>	<b>-32</b>	<b>-33</b>	<b>-13</b>	<b>-46</b>	<b>-417</b>

Notes: <sup>1</sup> Trip rates for the revised 2014 project based on data published in *Trip Generation 9<sup>th</sup> Edition* (ITE, 2012).

According to Table 1, the proposed project will generate fewer trips than the approved project (32 less trips in AM peak hour, 46 less trips in the PM peak hour, and 417 less daily trips).

Project Access Evaluation

No significant changes have occurred to the roadway system in the proximity of the project site since the approval of the project. In Dunmore-Jessie Avenue Project Traffic Impact Analysis (Dowling Associates, 2005), the access to the project was analyzed similar to the currently proposed Jessie Avenue Subdivision project (P14-069), except it included an additional access by extending Jessie Avenue to Dry Creek Road east of the project site. According to the traffic study prepared for the project, about 30 percent of project generated traffic was assumed to be using the additional access from Dry Creek Road in the east. Sixty one percent of project trips were analyzed to be accessing the site from the west via Jessie Avenue, 10 percent of trips would use May Street.

With the new tentative subdivision map application, the connection of Jessie Avenue to Dry Creek Road is not proposed. Therefore, the amount of traffic anticipated to access the site from the east (about 30%) would continue on Clay Creek Way and Cold Creek Way and access Dry Creek Road via Liama Creek Way about 600 feet north of the site. During peak hours, it anticipated that about 32 AM peak hour trips and 42 PM peak hour trips will be accessing the site from Liama Creek Way. These local residential streets are designed to connect to the new subdivision by providing a temporary hammer head and currently carry only local traffic. The addition of Jessie Avenue Subdivision trips to the existing traffic volumes at those roads is not expected to create any new impacts.

## Conclusions and Recommendations

- 1) Compared to the approved Dunmore-Jessie Avenue project (P04-079), the proposed project will generate 32 less trips in AM peak hour, 46 less trips in the PM peak hour, and 417 less daily trips. The traffic analysis prepared for the approved project defined the anticipated impacts of this project; therefore, the impact of the proposed project is expected to be less than the defined impacts from the approved project on the same site. A new traffic analysis for the project is not required.
- 2) The project is required to implement all transportation mitigation measures approved with the approved Dunmore-Jessie Avenue project (P04-079).
- 3) The proposed project site plan is subject to entitlements review by the Department of Public Works.

**ATTACHMENT D**  
**BIOLOGICAL RESOURCES MEMO**



# Gibson & Skordal, LLC

WETLAND CONSULTANTS

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April 30, 2015

John Griffin  
Del Paso Homes, Inc.  
4120 Douglas Blvd. #306-375  
Granite Bay, CA 95746

**Subject: Field Review of the Jessie Avenue Property, Sacramento County, California**

Dear Mr. Griffin:

At your request, I field reviewed the Jessie Avenue property to determine if conditions are the same as they were in 2006, when the jurisdictional delineation was verified by the Corps of Engineers.

I field reviewed the site on April 30, 2015. Conditions were basically the same as they were in 2007. A few areas of mapped wetlands do not currently display wetland characteristics; however, we are in the fourth year of a drought, which is not considered normal circumstances by the Corps of Engineers.

I also reviewed Google Earth aerial photography between 2006 and 2014, and did not observe any changes in land use practices on the site.

If you have any questions or need additional information, please contact me at (916)822-3230.

Sincerely,

James C Gibson  
Principal

**ATTACHMENT E**  
**SECTION 404 PERMIT, U.S. ARMY CORPS OF ENGINEERS**



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO CA 95814-2922

REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY PERMIT

Permittee: Hanzlick Family Partnership

Permit Number: SPK-2004-00090

Issuing Office: U.S. Army Engineer District, Sacramento  
Corps of Engineers  
1325 "J" Street  
Sacramento, California 95814-2922

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below. A notice of appeal options is enclosed.

Project Description:

To discharge approximately 5,600 cubic yards of clean soil graded on-site into 1.16 acres of waters of the U.S., including 0.93 acre of seasonal wetlands and 0.23 acre of seasonal wetland swale for the construction of 185 single-family residential lots, a 2.6 acre park site, a 1.76 acre detention basin and associated infrastructure.

All work is to be completed in accordance with the attached plan(s).

Project Location:

The project site is located east of Rio Linda Boulevard, west of Dry Creek Road, and north of Interstate 80 at the eastern terminus of Jessie Avenue in the City of Sacramento, in Section 11, Township 9 North, Range 5 East, Sacramento County, California; Latitude 38.6436° North, Longitude 121.4403° West; and can be seen on the Rio Linda USGS Topographic Quadrangle.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **June 5, 2014**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

1. To mitigate for the loss of 1.16 acres of waters of the United States, including wetlands, you shall purchase 0.85 seasonal wetland creation and 0.31 vernal pool creation credits at a Corps approved wetland mitigation bank. The selected mitigation bank shall include the area of the permitted project within its service area. Evidence of this purchase shall be provided to this office prior to proceeding with any activity otherwise authorized by this permit.
2. This Corps permit does not authorize you to take an endangered species, in particular vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), or designated critical habitat. In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (e.g., an Endangered Species Act Section 10 permit, or a Biological Opinion under Endangered Species Act Section 7, with "incidental take" provisions with which you must comply). The enclosed Fish and Wildlife Service Biological Opinion (Number 81420-2008-F-1854-1, dated October 6, 2008), contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with "incidental take" that is also specified in the Biological Opinion. Your authorization under this Corps permit is conditional upon your compliance with all of the mandatory terms and conditions associated with "incidental take" of the attached Biological Opinion, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the Biological Opinion, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The Fish and Wildlife Service is the appropriate authority to determine compliance with the terms and conditions of its Biological Opinion, and with the Endangered Species Act. The permittee must comply with all conditions of this Biological Opinion, including those ascribed to the Corps.
3. To document pre and post-project construction conditions, you shall submit pre-construction photos of the project site prior to project implementation and post-construction photos of the project site within 30 days after completion of authorized activities.
4. You must allow representatives from the Corps of Engineers to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.
5. You shall employ construction best management practices (BMP's) onsite to prevent degradation to the adjacent off-site waters of the U.S. Methods should include: the use of filter fencing or other barrier methods to intercept and capture sediment prior to entering on-site drainages or other waters of the U.S. You shall submit photodocumentation of your BMPs to our office within 30 days of commencement of construction. Photos may be submitted electronically to [regulatory-info@usace.army.mil](mailto:regulatory-info@usace.army.mil).
6. Any unstable fills in or adjacent to waters of the U.S. shall be stabilized and protected against erosion by using appropriate erosion controls such as the use of matting, seeding, or other effective methods. The erosion controls shall remain in place until all exposed areas are permanently stabilized.

7. The project limits shall be clearly identified in the field (e.g. survey markers, fencing, etc.) prior to any construction work, to ensure avoidance of impacts beyond project footprints. The identification shall be maintained until construction is complete. No heavy equipment or work (e.g. filling, clearing, etc.) is permitted in waters of the U.S. outside of the project area.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

Section 404 of the Clean Water Act (33 U.S.C. 1344).

Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal projects.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant.

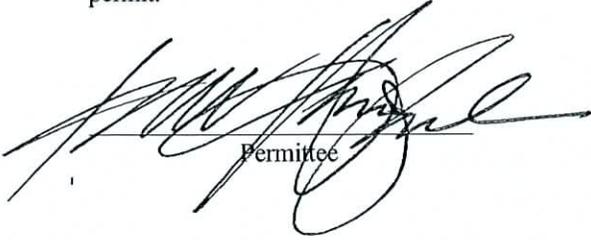
Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (see 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

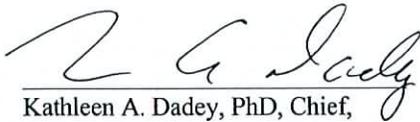
6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

  
Permittee

6-16-09  
Date

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

  
Kathleen A. Dadey, PhD, Chief,  
California Delta Branch  
(For the District Engineer)

6/23/09  
Date

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

\_\_\_\_\_  
Transferee

\_\_\_\_\_  
Date

# JESSIE AVENUE

## VICINITY MAP

May 24, 2006

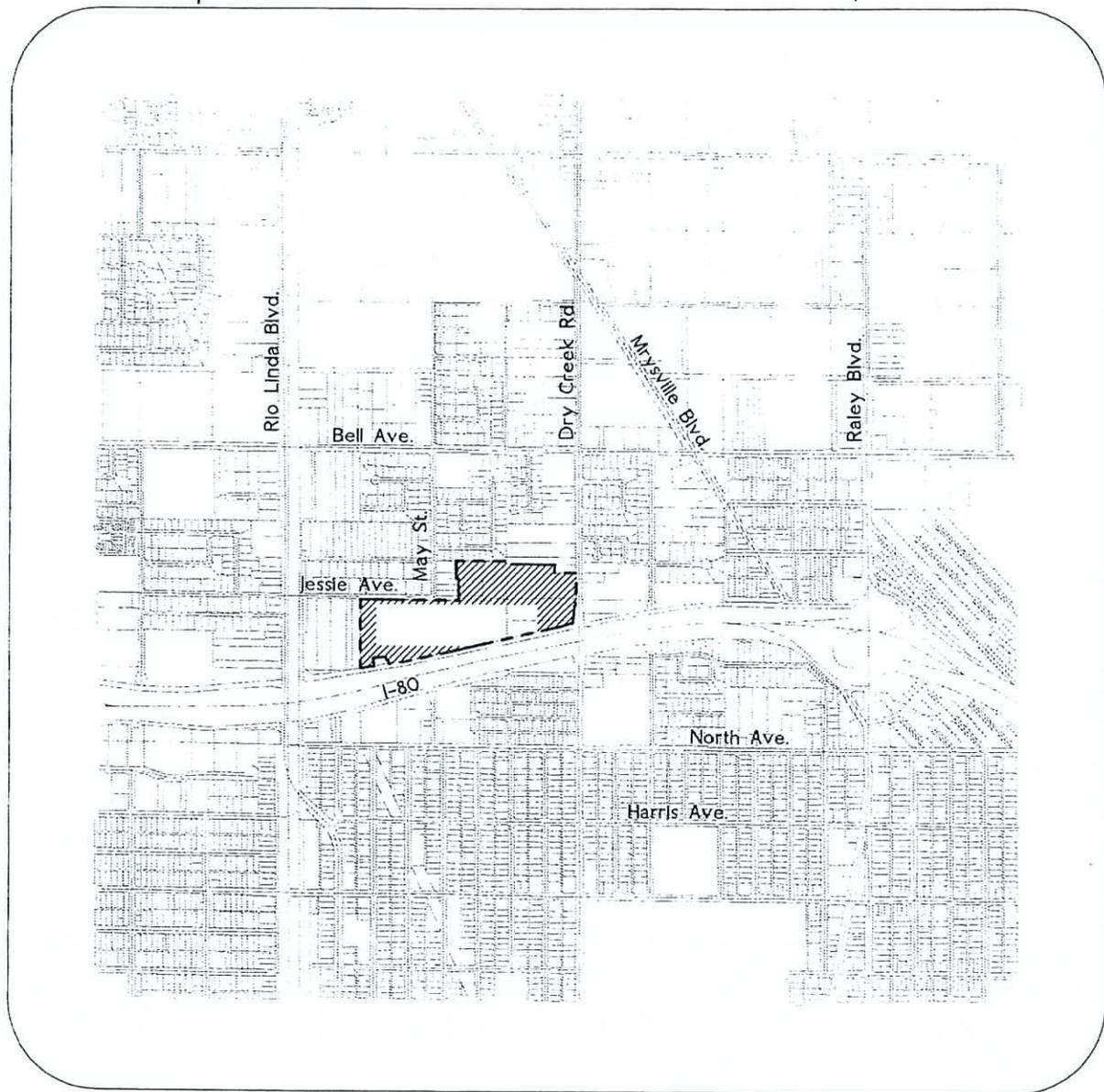


Figure 1

DWG : WETLAND EXHIBIT

DRAWN BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_ DATE: 24 MAY 2006 W.O. NO. : 333337

**Carter Burgess**

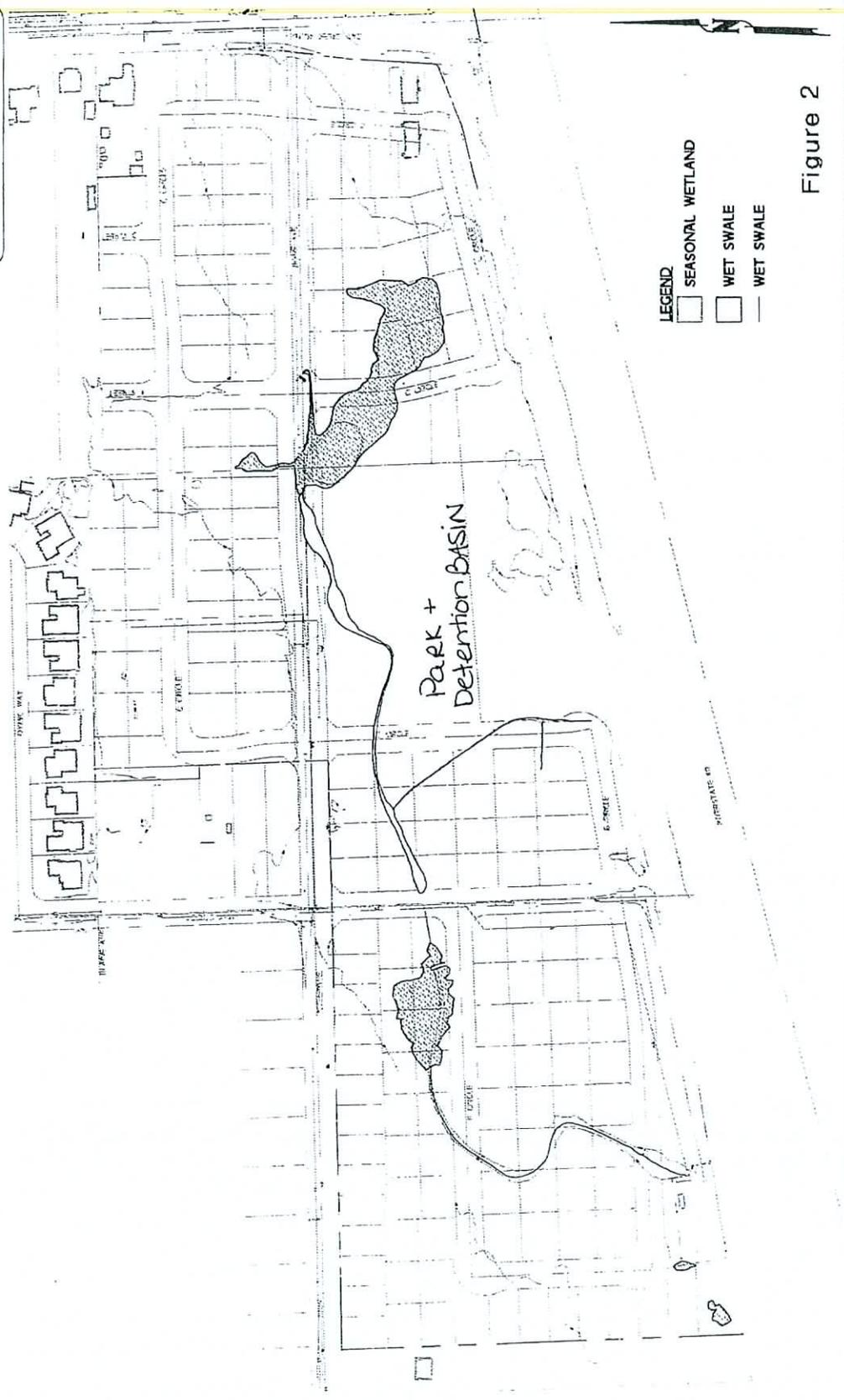
# JESSIE AVENUE WETLAND EXHIBIT

May 24, 2006

**Carter Burgess**

DATE: 24 MAY 2006 W.O. NO.: 333337

DMG : WETLAND EXHIBIT



- LEGEND**
- SEASONAL WETLAND
  - WET SWALE
  - WET SWALE

Figure 2



Linda S. Adams  
Secretary for  
Environmental  
Protection

# California Regional Water Quality Control Board Central Valley Region

Karl E. Longley, ScD, P.E., Chair

11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114  
Phone (916) 464-3291 • FAX (916) 464-4645  
<http://www.waterboards.ca.gov/centralvalley>



Arnold  
Schwarzenegger  
Governor

26 January 2009

Cliff Stokes  
Hanzlick Family Partnership  
4312 Anthony Court  
Rocklin, CA 95667

## **CLEAN WATER ACT §401 TECHNICALLY CONDITIONED WATER QUALITY CERTIFICATION FOR DISCHARGE OF DREDGED AND/OR FILL MATERIALS FOR THE JESSIE AVENUE PROJECT, (WDID# 5A34CR00362) SACRAMENTO COUNTY**

### **WATER QUALITY CERTIFICATION STANDARD CONDITIONS:**

1. This certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to §13330 of the California Water Code and §3867 of Title 23 of the California Code of Regulations (23 CCR).
2. This certification action is not intended and shall not be construed to apply to any discharge from any activity involving a hydroelectric facility requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent certification application was filed pursuant to 23 CCR subsection 3855(b) and the application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought.
3. The validity of any non-denial certification action shall be conditioned upon total payment of the full fee required under 23 CCR §3833, unless otherwise stated in writing by the certifying agency.
4. Certification is valid for the duration of the described project. Discharger shall notify the Regional Board in writing within 7 days of project completion.

### **ADDITIONAL TECHNICALLY CONDITIONED CERTIFICATION CONDITIONS:**

In addition to the four standard conditions, the applicant shall satisfy the following:

1. Hanzlick Family Partnership shall notify the Board in writing of the start of any in-water activities.
2. Except for activities permitted by the U.S. Army Corps under §404 of the Clean Water Act, soil, silt, or other organic materials shall not be placed where such materials could pass into surface water or surface water drainage courses.
3. The discharge of petroleum products or other excavated materials to surface water is prohibited.

*California Environmental Protection Agency*

4. Activities shall not cause turbidity increases in surface water to exceed:
- (a) where natural turbidity is between 0 and 5 Nephelometric Turbidity Units (NTUs), increases shall not exceed 1 NTU;
  - (b) where natural turbidity is between 5 and 50 NTUs, increases shall not exceed 20 percent;
  - (c) where natural turbidity is between 50 and 100 NTUs, increases shall not exceed 10 NTUs;
  - (d) where natural turbidity is greater than 100 NTUs, increases shall not exceed 10 percent.

Except that these limits will be eased during in-water working periods to allow a turbidity increase of 15 NTU over background turbidity as measured in surface waters 300 feet downstream from the working area. In determining compliance with the above limits, appropriate averaging periods may be applied provided that beneficial uses will be fully protected.

5. Activities shall not cause settleable matter to exceed 0.1ml/l in surface waters as measured in surface waters 300 feet downstream from the project.
6. Activities shall not cause visible oil, grease, or foam in the work area or downstream.
7. All areas disturbed by project activities shall be protected from washout or erosion.
8. In the event that project activities result in the deposition of soil materials or creation of a visible plume in surface waters, the following monitoring shall be conducted immediately upstream and 300 feet downstream of the work site and the results reported to this office within two weeks:

Parameter	Unit	Type of Sample	Frequency of Sample
Turbidity	NTU	Grab	Every 4 hours during in water work
Settleable Material	ml/l	Grab	Same as above.

9. Hanzlick Family Partnership shall notify the Board immediately if the above criteria for turbidity, settleable matter, oil/grease, or foam are exceeded.
10. Hanzlick Family Partnership shall notify the Board immediately of any spill of petroleum products or other organic or earthen materials.
11. Hanzlick Family Partnership shall comply with all Department of Fish and Game 1600 requirements for the project.
12. Hanzlick Family Partnership must obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activities issued by the State Water Resources Control Board.

### ADDITIONAL STORM WATER QUALITY CONDITIONS:

The applicant shall also satisfy the following additional storm water quality conditions:

1. During the construction phase, Hanzlick Family Partnership must employ strategies to minimize erosion and the introduction of pollutants into storm water runoff. These strategies must include the following:
  - (a) the Storm Water Pollution Prevention Plan (SWPPP) must be prepared during the project planning and design phases and before construction.
  - (b) an effective combination of erosion and sediment control Best Management Practices (BMPs) must be implemented and adequately working prior to the rainy season and during all phases of construction.
2. Hanzlick Family Partnership must minimize the short and long-term impacts on receiving water quality from the Jessie Avenue project, by implementing the following post-construction storm water management practices:
  - (a) minimize the amount of impervious surface;
  - (b) reduce peak runoff flows;
  - (c) provide treatment BMPs to reduce pollutants in runoff;
  - (d) ensure existing waters of the State (e.g. wetlands, vernal pools, or creeks) are not used as pollutant source controls and/or treatment controls;
  - (e) preserve and, where possible, create or restore areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones;
  - (f) limit disturbances of natural water bodies and natural drainage systems caused by development (including development of roads, highways, and bridges);
  - (g) use existing drainage master plans or studies to estimate increases in pollutant loads and flows resulting from projected future development and require incorporation of structural and non-structural BMPs to mitigate the projected pollutant load increases in surface water runoff;
  - (h) identify and avoid development in areas that are particularly susceptible to erosion and sediment loss, or establish development guidance that protects areas from erosion/sediment loss;
  - (i) control post-development peak storm water run-off discharge rates and velocities to prevent or reduce downstream erosion, and to protect stream habitat.
3. Hanzlick Family Partnership must ensure that all development within the project provides verification of maintenance provisions for post-construction structural and treatment control BMPs. Verification shall include one or more of the following, as applicable:
  - (a) the developer's signed statement accepting responsibility for maintenance until the maintenance responsibility is legally transferred to another party; or
  - (b) written conditions in the sales or lease agreement that require the recipient to assume responsibility for maintenance; or
  - (c) written text in project conditions, covenants and restrictions for residential properties assigning maintenance responsibilities to a home owner's association, or other appropriate group, for maintenance of structural and treatment control BMPs; or
  - (d) any other legally enforceable agreement that assigns responsibility for storm water BMP maintenance.

**REGIONAL WATER QUALITY CONTROL BOARD CONTACT PERSON:**

Patrick G. Gillum, Environmental Scientist  
11020 Sun Center Drive #200  
Rancho Cordova, California 95670-6114  
(916) 464-4709  
pgillum@waterboards.ca.gov

**WATER QUALITY CERTIFICATION:**

I hereby issue an order certifying that any discharge from Hanzlick Family Partnership, Jessie Avenue project (WDID#5A34CR00362) will comply with the applicable provisions of §301 ("Effluent Limitations"), §302 ("Water Quality Related Effluent Limitations"), §303 ("Water Quality Standards and Implementation Plans"), §306 ("National Standards of Performance"), and §307 ("Toxic and Pretreatment Effluent Standards") of the Clean Water Act. This discharge is also regulated under State Water Resources Control Board Water Quality Order No. 2003-0017 DWQ "Statewide General Waste Discharge Requirements For Dredged Or Fill Discharges That Have Received State Water Quality Certification (General WDRs)".

Except insofar as may be modified by any preceding conditions, all certification actions are contingent on (a) the discharge being limited and all proposed mitigation being completed in strict compliance with the applicant's project description and the attached Project Information Sheet, and (b) compliance with all applicable requirements of the Regional Water Quality Control Board's Water Quality Control Plan (Basin Plan).



*for* PAMELA C. CREEDON  
Executive Officer

Enclosure: Project Information

cc: U.S. Army Corps of Engineers, Sacramento  
Dave Smith, Wetlands Section Chief (WTR-8), U.S. Environmental Protection Agency,  
Region 9, San Francisco  
U.S. Fish & Wildlife Service, Sacramento  
Bill Orme, 401 Certification and Wetlands Unit Chief, State Water Resources Control Board,  
Sacramento  
Jeff Drongesen, Department of Fish and Game, Sacramento  
Richard McHenry, CA Sportfishing Protection Alliance, Stockton  
Ginger Fodge, Gibson & Skordal, LLC, Sacramento

## PROJECT INFORMATION

**Application Date:** 29 June 2007

**Applicant:** Cliff Stokes  
Hanzlick Family Partnership  
4312 Anthony Court  
Rocklin, CA 95667

**Applicant Representatives:** Ginger Fodge  
Gibson & Skordal, LLC  
2277 Fair Oaks Blvd., Suite 105  
Sacramento, CA 95825

**Project Name:** Jessie Avenue Project

**Application Number:** WDID#5A34CR00362

**U.S. Army Corps File Number:** Nationwide Permit #39

**Type of Project:** The purpose of the project is to construct an in-fill project providing high-density single-family residential housing for the City of Sacramento.

**Project Location:** Section 11, Township 9 North, Range 5 East, MDB&M. Latitude: \_\_\_\_\_  
38°38'00" and Longitude: 121°26'00".

**County:** Sacramento County

**Receiving Water(s) (hydrologic unit):** Unnamed tributary of Dry Creek, Sacramento Hydrologic Basin, Valley-American Hydrologic Unit #519.21, Lower American HSA

**Water Body Type:** Wetlands

**Designated Beneficial Uses:** The Basin Plan for the Central Valley Regional Board has designated beneficial uses for surface and ground waters within the region. Beneficial uses that could be impacted by the project include: Municipal and Domestic Water Supply (MUN); Agricultural Supply (AGR); Industrial Supply (IND); Hydropower Generation (POW); Groundwater Recharge, Water Contact Recreation (REC-1); Non-contact Water Recreation (REC-2); Warm Freshwater Habitat (WARM); Cold Freshwater Habitat (COLD); and Wildlife Habitat (WILD).

**Project Description (purpose/goal):** The Jessie Avenue Project consists of the construction of 185 single-family residential lots, 2.6 acre park site and a storm water detention basin. Road and infrastructure access will be from May Street and Dry Creek Road to the north and from Jessie Avenue to the west.

**Preliminary Water Quality Concerns:** The construction activities may impact surface waters with increased turbidity and settleable matter.

**Proposed Mitigation to Address Concerns:** Hanzlick Family Partnership will implement Best Management Practices (BMPs) to control sedimentation and erosion. All temporary affected areas will be restored to pre-construction contours and conditions upon completion of construction activities. Hanzlick Family Partnership will conduct turbidity and settleable matter testing during in water work, stopping work if Basin Plan criteria are exceeded or are observed.

**Fill/Excavation Area:** 5,600 cubic yards of clean soil will be placed into 1.16 acres of jurisdictional wetland.

**Dredge Volume:** None

**U.S. Army Corps of Engineers Permit Number:** Nationwide Permit #39

**Department of Fish and Game Streambed Alteration Agreement:** No wetlands regulated by the Department of Fish and Game will be disturbed. Therefore, the Hanzlick Family Partnership did not apply for a Streambed Alteration Agreement.

**Possible Listed Species:** Vernal pool fairy shrimp, Vernal pool tadpole shrimp

**Status of CEQA Compliance:** The City of Sacramento approved a Negative Declaration and filed a Notice of Determination for this project on 28 June 2006.

**Compensatory Mitigation:** The project applicants will pay fees totaling \$185,600 to purchase in-kind credits from the U.S. Fish and Wildlife Service's Vernal Pool Species Fund to mitigate for the impacts of the federally-listed vernal pool crustaceans. A total of 1.16 acres of seasonal wetland credits will be purchased. The acreage of vernal pool habitat to be mitigated will be determined in coordination with the U.S. Fish and Wildlife Service through the Section 7 consultation process.

**Application Fee Provided:** Total fees of \$2,994.00 have been submitted as required by 23 CCR §3833b(3)(A) and by 23 CCR §2200(e).

## DISTRIBUTION LIST

U.S. Army Corp of Engineers  
Sacramento District Office  
Regulatory Section, Room 1480  
1325 J Street  
Sacramento, CA 95814-2922

Dave Smith  
Wetlands Section Chief (W-3)  
United States Environmental Protection Agency  
75 Hawthorne Street  
San Francisco, CA 94105

United States Fish & Wildlife Service  
Sacramento Fish & Wildlife Office  
2800 Cottage Way  
Sacramento, CA 95825

Jeff Drongesen  
Department of Fish and Game  
1701 Nimbus Road, Suite A  
Rancho Cordova, CA 95670

Bill Orme  
State Water Resources Control Board  
401 Certification and Wetlands Unit Chief  
P.O. Box 100  
Sacramento, CA 95814

Richard McHenry  
CA Sportfishing Protection Alliance  
3536 Rainier Avenue  
Stockton, CA 95204

Ginger Fodge  
Gibson & Skordal, LLC  
2277 Fair Oaks Blvd., Suite 105  
Sacramento, CA 95825



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Sacramento Fish and Wildlife Office  
2800 Cottage Way, Room W-2605  
Sacramento, California 95825-1846



In reply refer to:  
81420-2008-F-1854-1

OCT 6 2008

Ms. Nancy Haley  
U.S. Army Corps of Engineers  
1325 J Street  
Sacramento, California 95814

Subject: Review of the Proposed Jessie Avenue Property Project, Sacramento County, California (Corps File No. 200400090), for Inclusion with the Vernal Pool Crustaceans Programmatic Consultation (Service file no. 1-1-96-F-001).

Dear Ms. Haley:

This letter is in response to your August 23, 2006, letter and supporting documentation requesting section 7 consultation for the proposed Jessie Avenue Property Project (project), in Sacramento County, California. Your request was received by the U.S. Fish and Wildlife Service (Service) on August 24, 2006, and additional information required for this consultation was received August 17, 2007. At issue are potential adverse effects to the federally-listed as threatened vernal pool fairy shrimp (*Branchinecta lynchi*) and the endangered vernal pool tadpole shrimp (*Lepidurus packardii*) (vernal pool crustaceans). The proposed project is not located in proposed or designated critical habitat for any federally-listed species. Therefore, no critical habitat would be affected. This document represents the Service's biological opinion on the effects of the proposed project on vernal pool crustaceans in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

Based on the available information, the Service has determined that the proposed project is likely to adversely affect the vernal pool crustaceans. The Service has determined that this proposed project can be appended to the Service's February 28, 1996, *Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California* (Programmatic Consultation).

This consultation is based on the following: (1) the Corps' August 23, 2006, consultation initiation letter and permit application; (2) the *Jurisdictional Delineation and Special Status*

TAKE PRIDE  
IN AMERICA

*Species Evaluation* for the Jessie Avenue Property Project, prepared by Gibson and Skordal, LLC; (3) email and phone correspondence between the Service and representatives of the Dunmore Communities (project proponent) between August 2006 through September 2008; (4) a site visit by the Service and project representatives on May 22, 2008; and (5) other information available to the Service.

## BIOLOGICAL OPINION

### Description of the Proposed Action

The proposed project site is approximately 16.1 acres and is located east of Rio Linda Boulevard, west of Dry Creek Road, and north of Interstate 80 (I-18) in Sacramento County, California. The site is bordered mainly by residential subdivisions and I-80. The site has recently been degraded by disking and plowing. The project applicant proposes to develop the entire site with 185 single-family residential lots, a 2.6 acre park, and a detention basin. The proposed project would result in direct effects to 0.31 acres of habitat for the vernal pool crustaceans.

### Proposed Conservation Measures

The proposed project will result in direct effects to 0.31 acres of habitat for vernal pool crustaceans. Direct effects will be compensated at a 2:1 preservation ratio and a 1:1 creation ratio. Dunmore Communities has proposed to purchase 0.62 acres of vernal pool preservation credits and 0.31 acres of vernal pool creation credits at a Service-approved conservation bank.

### Evaluation under Programmatic Consultation

This letter is an agreement by the Service to append the proposed project to the *February 28, 1996, Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California (1-1-96-F-001)*, and represents the Service's biological opinion on the effects of the proposed action. Conservation measures for projects appended to the Programmatic Consultation involve the use of creation and preservation banks in combination with on-site conservation options where such options are appropriate.

The conservation measures identified in the Programmatic Consultation includes the following:

1. **Preservation component.** For every acre of habitat directly or indirectly affected, at least two vernal pool credits will be dedicated within a Service-approved ecosystem preservation bank; or, based on Service evaluation of site-specific conservation values, three acres of vernal pool habitat may be preserved on the project site or another non-bank site as approved by the Service.
2. **Creation component.** For every acre of habitat directly affected, at least one vernal pool creation credit will be dedicated within a Service-approved habitat creation bank, or, based on Service evaluation of site-specific conservation values, two acres of vernal pool

habitat will be created and monitored on the project site or another non-bank site as approved by the Service.

The proposed project will result in direct effects to 0.31 acre and of habitat for vernal pool crustaceans. The agreed upon conservation responsibilities of the applicant are as follows:

1. Prior to the start of construction, the project applicant will purchase vernal pool preservation credits sufficient to preserve 0.62 acre at a Service-approved vernal pool conservation bank with a service area covering the project.
2. Prior to the start of construction, the project applicant will purchase vernal pool creation credits sufficient to restore/create 0.31 acre a Service-approved vernal pool conservation bank with a service area covering the project.

This concludes formal consultation on the proposed Jessie Avenue Property Project. As provided for in 50 CFR Section 402.1, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been maintained (or is authorized by law), and if: (1) the amount or extent of incidental take is exceeded, as previously described, or the requirements under the incidental take section are not implemented; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent that was not considered in this opinion; (3) the proposed action is subsequently modified in a manner that causes an effect to listed species that was not considered in this opinion; and/or (4) a new species is listed or critical habitat is designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

If you have any questions regarding this biological opinion for Jessie Avenue Property Project, please contact Lisa Ellis or Jana Milliken, Sacramento Valley Branch Chief, at (916) 414-6645.

Sincerely,



Peter A. Cross  
Deputy Assistant Field Supervisor

cc:  
Ginger Fodge, Gibson & Skordal, LLC  
Ted Kozak, Dunmore Communities



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY ENGINEER DISTRICT, SACRAMENTO**  
**CORPS OF ENGINEERS**  
**1325 J STREET**  
**SACRAMENTO CA 95814-2922**

REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY PERMIT**

Permittee: Hanzlick Family Partnership

Permit Number: SPK-2004-00090

Issuing Office: U.S. Army Engineer District, Sacramento  
Corps of Engineers  
1325 "J" Street  
Sacramento, California 95814-2922

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below. A notice of appeal options is enclosed.

**Project Description:**

To discharge approximately 5,600 cubic yards of clean soil graded on-site into 1.16 acres of waters of the U.S., including 0.93 acre of seasonal wetlands and 0.23 acre of seasonal wetland swale for the construction of 185 single-family residential lots, a 2.6 acre park site, a 1.76 acre detention basin and associated infrastructure.

All work is to be completed in accordance with the attached plan(s).

**Project Location:**

The project site is located east of Rio Linda Boulevard, west of Dry Creek Road, and north of Interstate 80 at the eastern terminus of Jessie Avenue in the City of Sacramento, in Section 11, Township 9 North, Range 5 East, Sacramento County, California; Latitude 38.6436° North, Longitude 121.4403° West; and can be seen on the Rio Linda USGS Topographic Quadrangle.

**Permit Conditions:**

**General Conditions:**

1. The time limit for completing the work authorized ends on **June 5, 2014**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

1. To mitigate for the loss of 1.16 acres of waters of the United States, including wetlands, you shall purchase 0.85 seasonal wetland creation and 0.31 vernal pool creation credits at a Corps approved wetland mitigation bank. The selected mitigation bank shall include the area of the permitted project within its service area. Evidence of this purchase shall be provided to this office prior to proceeding with any activity otherwise authorized by this permit.
2. This Corps permit does not authorize you to take an endangered species, in particular vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), or designated critical habitat. In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (e.g., an Endangered Species Act Section 10 permit, or a Biological Opinion under Endangered Species Act Section 7, with "incidental take" provisions with which you must comply). The enclosed Fish and Wildlife Service Biological Opinion (Number 81420-2008-F-1854-1, dated October 6, 2008), contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with "incidental take" that is also specified in the Biological Opinion. Your authorization under this Corps permit is conditional upon your compliance with all of the mandatory terms and conditions associated with "incidental take" of the attached Biological Opinion, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the Biological Opinion, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The Fish and Wildlife Service is the appropriate authority to determine compliance with the terms and conditions of its Biological Opinion, and with the Endangered Species Act. The permittee must comply with all conditions of this Biological Opinion, including those ascribed to the Corps.
3. To document pre and post-project construction conditions, you shall submit pre-construction photos of the project site prior to project implementation and post-construction photos of the project site within 30 days after completion of authorized activities.
4. You must allow representatives from the Corps of Engineers to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.
5. You shall employ construction best management practices (BMP's) onsite to prevent degradation to the adjacent off-site waters of the U.S. Methods should include: the use of filter fencing or other barrier methods to intercept and capture sediment prior to entering on-site drainages or other waters of the U.S. You shall submit photodocumentation of your BMPs to our office within 30 days of commencement of construction. Photos may be submitted electronically to [regulatory-info@usace.army.mil](mailto:regulatory-info@usace.army.mil).
6. Any unstable fills in or adjacent to waters of the U.S. shall be stabilized and protected against erosion by using appropriate erosion controls such as the use of matting, seeding, or other effective methods. The erosion controls shall remain in place until all exposed areas are permanently stabilized.

7. The project limits shall be clearly identified in the field (e.g. survey markers, fencing, etc.) prior to any construction work, to ensure avoidance of impacts beyond project footprints. The identification shall be maintained until construction is complete. No heavy equipment or work (e.g. filling, clearing, etc.) is permitted in waters of the U.S. outside of the project area.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:
  - ( ) Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).
  - (X) Section 404 of the Clean Water Act (33 U.S.C. 1344).
  - ( ) Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).
2. Limits of this authorization.
  - a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
  - b. This permit does not grant any property rights or exclusive privileges.
  - c. This permit does not authorize any injury to the property or rights of others.
  - d. This permit does not authorize interference with any existing or proposed Federal projects.
3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:
  - a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
  - b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
  - c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
  - d. Design or construction deficiencies associated with the permitted work.
  - e. Damage claims associated with any future modification, suspension, or revocation of this permit.
4. Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.
5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant.

Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (see 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

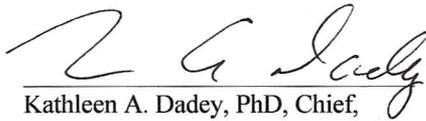
6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

  
\_\_\_\_\_  
Permittee

6-16-09  
\_\_\_\_\_  
Date

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

  
\_\_\_\_\_  
Kathleen A. Dadey, PhD, Chief,  
California Delta Branch  
(For the District Engineer)

6/23/09  
\_\_\_\_\_  
Date

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

\_\_\_\_\_  
Transferee

\_\_\_\_\_  
Date

**ATTACHMENT F**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**



DEVELOPMENT SERVICES  
DEPARTMENT

**CITY OF SACRAMENTO**  
CALIFORNIA

2101 ARENA BLVD., SUITE 200  
SACRAMENTO, CA 95834

PLANNING DIVISION

ENVIRONMENTAL PLANNING  
SERVICES  
916-808-7483  
FAX 916-566-3968

**DRAFT MITIGATED NEGATIVE DECLARATION FOR  
THE DUNMORE SACRAMENTO, JESSIE AVENUE (P04-079)  
NOTICE OF AVAILABILITY/INTENT TO APPROVE**

The City of Sacramento, Development Services Department, Environmental Planning Services, has completed preparation of a Draft Mitigated Negative Declaration for the Dunmore Sacramento, Jessie Avenue Project (P04-079). Mitigation measures were identified for Transportation/Circulation, Biological Resources, Noise, and Cultural Resources. The document is now available for a 30-day public review and comment period. The comment period is from **May 15, 2006 through June 13, 2006**. A copy of the document and all supporting documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Environmental Planning Services Division, 2101 Arena Blvd., Suite 200 Sacramento, CA 95834, open from 7:30 am to 3:30 pm. A copy is also available for "review only" on the 3rd floor of the City Hall Admin Building located at 915 "I" Street, Sacramento from 8 am to 5 pm.

**Project Location**

The proposed project site is irregularly shaped and is located directly north of Interstate 80. The site is bounded on the east by Dry Creek Road, and Jesse Avenue borders the site to the north. May Street is located adjacent to the western border of the northeastern portion of the site. The project site is comprised of the following Assessor's Parcel Numbers (APNs): 237-0200-056, -074, -082, -086; 237-0140-026, -032, -033, -056; and 237-0200-082.

**Project Description**

The proposed project consists of entitlements to construct 184 single-family detached homes and a Neighborhood Park on approximately 26.7 vacant acres in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones. Specific entitlements include:

- A. Inclusionary Housing Plan;**
- B. General Plan Map Amendment** to re-designate 26.7 acres from Medium Density Residential and Low Density Residential to Low Density Residential and Parks-Recreation-Open Space;
- C. North Sacramento Community Plan Map Amendment** to re-designate 26.7 acres from Residential (11-29 du/ac) and Residential (4-8 du/ac) to Residential (7-15 du/ac) and Parks/Open Space;
- D. Rezone** of 26.7 acres from the Multi-Family (R-2A) and Standard Single Family (R-1) zones to the Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones;
- E. Tentative Subdivision Map** to subdivide 26.7 acres into single-family lots, park lot, landscape lot, and detention basin lot in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones;
- F. Subdivision Modifications;** and
- G. Special Permit** to develop detached single-family residences in the proposed Single Family Alternative (R-1A) zone.

Written comments regarding the Draft Negative Declaration should be received by the Development Services Department, **NO LATER THAN 5:00 p.m., June 13, 2006**. Written comments should be submitted to:

Michael Parker, Assistant Planner  
City of Sacramento, Development Services Department  
2101 Arena Boulevard, Suite 200  
Sacramento, CA 95834

If you have any questions concerning the environmental review process, please call Michael Parker at (916) 808-7483. If you have questions regarding the project, please contact Michael York at (916) 808-8239.

Thank you.





DEVELOPMENT SERVICES  
DEPARTMENT

**CITY OF SACRAMENTO**  
CALIFORNIA

2101 ARENA BLVD  
SUITE 200  
SACRAMENTO, CA  
95834

PLANNING DIVISION

ENVIRONMENTAL PLANNING  
SERVICES  
916-808-7483  
FAX 916-566-3968

### MITIGATED NEGATIVE DECLARATION

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

**P04-079 – Dunmore Sacramento, Jessie Avenue** The proposed project consists of entitlements to construct 184 single-family detached homes and a Neighborhood Park on approximately 26.7 vacant acres in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones. Specific entitlements include:

- A. Inclusionary Housing Plan;**
- B. General Plan Map Amendment** to re-designate 26.7 acres from 19.2 acres of Medium Density Residential and 7.5 acres of Low Density Residential to 20.6 acres of Low Density Residential and 6.1 acres of Parks-Recreation-Open Space;
- C. North Sacramento Community Plan Map Amendment** to re-designate 26.7 acres from 19.2 acres of Residential (11-29 du/ac) and 7.5 acres of Residential (4-8 du/ac) to 20.6 acres of Residential (7-15 du/ac) and 6.1 acres of Parks/Open Space;
- D. Rezone** of 26.7 acres from 19.2 acres of Multi-Family (R-2A) zone and 7.5 acres Standard Single Family (R-1) zone to 20.6 acres of Single Family Alternative (R-1A) zone and 6.1 acres of Agriculture-Open Space (A-OS) zone;
- E. Tentative Subdivision Map** to subdivide 26.7 acres into 184 single-family lots, 1 park lot, 1 landscape lot, and 1 detention basin lot in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones;
- F. Subdivision Modifications;** and
- G. Special Permit** to develop 184 detached single-family residences on 15.3 acres in the proposed Single Family Alternative (R-1A) zone.

The City of Sacramento, Development Services 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, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment 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 Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento; and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Environmental Planning Division, 2101 Arena Blvd, Suite 200, Sacramento, California 95834. The public counter is open from 7:30 am to 3:30 pm; however, with prior arrangements, the documents are available until 5:00 pm.

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

By: \_\_\_\_\_



**SECTION I. BACKGROUND**

File Number, Project Name:

P04-079, Dunmore Sacramento, Jessie Avenue

Project Location:

The proposed project site is irregularly shaped and is located directly north of Interstate 80. The site is bounded on the east by Dry Creek Road, and Jesse Avenue borders the project site to the north (although the roadway partially transects the eastern portion of the site). May Street is located adjacent to the western border of the northeastern portion of the site. The project site is comprised of the following Assessor's Parcel Numbers (APNs): 237-0200-056, -074, -082, -086; 237-0140-026, -032, -033, -056; and 237-0200-082.

Project Applicant, Project Planner, and Environmental Planner Contact Information:

Project Applicant

Ted Kozak  
Dunmore Communities, Inc.  
1115 Orlando Avenue  
Roseville, CA 95661  
(916) 676-1115

Project Planner

Arwen Wacht, Associate Planner  
City of Sacramento, Development Services Department  
915 I Street, 3<sup>rd</sup> Floor  
Admin Building  
Sacramento, CA 95814  
(916) 808-1964

Environmental Planner

Mike Parker, Assistant Planner  
City of Sacramento, Development Services Department  
2101 Arena Blvd, Suite 200  
Sacramento, CA 95834  
(916) 808-7483

Initial Study Completed:

May 12, 2006

## **Introduction**

The proposed project consists of entitlements to construct 184 single-family detached homes, 1 park, 1 landscape lot, and 1 detention basin lot on approximately 26.7 vacant acres in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones.

The City of Sacramento, as lead agency, has determined that the appropriate environmental document for the proposed project is a Mitigated Negative Declaration. This environmental document examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project will not result in potentially significant impacts that cannot be mitigated to a less-than-significant level. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending Tuesday, June 13, 2005.

Please send written responses to:

Mike Parker, Assistant Planner  
City of Sacramento, Development Services Department  
2101 Arena Blvd, Suite 200  
Sacramento, CA 95834  
(916) 808-7483  
FAX: 566-3968

## SECTION II. PROJECT DESCRIPTION

### Environmental Setting

The project site is comprised of 26.7 acres of previously disced grassland. The project site topography consists of nearly level to gently undulating terrain that slopes and drains to the south and southwest. Several trees exist on the site, although none of the trees are considered to be Heritage trees. No structures exist on the project site. Substantial illicit garbage dumping has occurred on the project site. Historically, the site may have been used for a variety of agricultural purposes including orchards, winter oats and hay production, and cattle grazing.

Surrounding land uses include single-family residences located to the north, east, and west of the project site, as well as a church also located to the west of the site. The approved Dry Creek Pointe residential subdivision (P02-047) is located to the north of the site along Dry Creek Road. An historic portion of Verano Creek transects the project site, and the North I-80 Drainage Canal (concrete-lined) exists to the south between the project site and I-80. Sump 144 exists along the north side of the canal.

Utilities in the project site vicinity include a 6" water main within May Street, an 8" water main within Jessie Avenue, a 12" water main within Dry Creek Road, a 30" underground drainage line within May Street, and a 72" drainage line within Dry Creek Road. The two drainage lines both connect to an existing 84" line at a junction structure, located at the intersection of Jessie Avenue and May Street. The 84" line travels south, transecting the site, and then turns to the west and travels along the southern property boundary. The 84" line then connects to Sump 144.

An 8" sanitary sewer line exists within the May Street right-of-way and terminates at the street's intersection with Blaine Avenue, which is over 300 feet north of the project site. An additional 8" sewer line exists within the Dry Creek Road right-of-way and terminates approximately 100 feet north of the project site.

The project site is currently zoned R-1 (Standard Single Family) and R-2A (Multi-Family). The General Plan land use designations for the site include both Medium Density Residential (MDR) and Low Density Residential (LDR). The North Sacramento Community Plan land use designations for the site include Residential (4-8 du/na) and Residential (11-21 du/na).

### Project Background

In 2004, an application was submitted to the City requesting approval of a Tentative Subdivision Map and Special Permit to construct 205 single-family residential units on the proposed project site. In addition, the applicant was requesting a rezone of the project site from Standard Single Family (R-1) and Multi-Family (R-2) to Single Family Alternative (R-1A).

In August 2005, the applicant revised the application for the project. The application was again revised in January 2006 and again in May 2006, as currently proposed and analyzed in this Initial Study.

## Project Purpose

The purpose of the proposed project is to allow for the development of single-family homes within the proposed Zoning, as well as the proposed General Plan and Community Plan designations. The proposed entitlements would provide consistency between the proposed land uses and the proposed project and would allow for a transition between the low and medium density land use designations surrounding the project site, but would remain consistent with the surrounding existing uses in the areas (mainly single-family development).

## Project Components

The proposed project consists of entitlements to construct 184 single-family detached homes and a Neighborhood Park on approximately 26.7 vacant acres in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones. Specific entitlements include:

- A. Inclusionary Housing Plan;**
- B. General Plan Map Amendment** to re-designate 26.7 acres from 19.2 acres of Medium Density Residential and 7.5 acres of Low Density Residential to 20.6 acres of Low Density Residential and 6.1 acres of Parks-Recreation-Open Space;
- C. North Sacramento Community Plan Map Amendment** to re-designate 26.7 acres from 19.2 acres of Residential (11-29 du/ac) and 7.5 acres of Residential (4-8 du/ac) to 20.6 acres of Residential (7-15 du/ac) and 6.1 acres of Parks/Open Space;
- D. Rezone** of 26.7 acres from 19.2 acres of Multi-Family (R-2A) zone and 7.5 acres Standard Single Family (R-1) zone to 20.6 acres of Single Family Alternative (R-1A) zone and 6.1 acres of Agriculture-Open Space (A-OS) zone;
- E. Tentative Subdivision Map** to subdivide 26.7 acres into 184 single-family lots, 1 park lot, 1 landscape lot, and 1 detention basin lot in the proposed Single Family Alternative (R-1A) and Agriculture-Open Space (A-OS) zones;
- F. Subdivision Modifications;** and
- G. Special Permit** to develop 184 detached single-family residences on 15.3 acres in the proposed Single Family Alternative (R-1A) zone.

The proposed project would connect to existing water and drainage lines currently located within paved rights-of-way adjacent to the site, as well as to future lines to be installed as part of the approved Dry Creek Pointe residential subdivision to the north (P02-047). The proposed project includes the extension of a 8" sewer line within the May Street right-of-way to connect to the 8" sewer line currently located at the intersection of May Street and Blaine Avenue, which is over 300 feet north of the project site.

A detention facility is also included as part of the proposed project. The detention facility is located south of the proposed park.

Access to the project site would be provided at 4 locations. One point of access would be at the intersection of Jessie Avenue and May Street; two other points of access would occur at the two future streets included as part of the approved Dry Creek Pointe residential subdivision. The final point of connection would be located on Dry Creek Road.

**DUNMORE SACRAMENTO, JESSIE AVENUE (P04-079)**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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The proposed project would extend Jessie Avenue to the east to connect with Dry Creek Road. The project also includes several other on-site roadways. The project also includes frontage improvements along Dry Creek Road and Jessie Avenue. Along with curb, sidewalk, and gutter, these improvements include the installation of street lighting, as typically required by the Department of Transportation as a condition of approval. Lighting would be installed and shielded consistent with City standards. Bike lanes would not be included as part of the frontage improvements and are not proposed for the internal roadways.

The proposed residential lots include lots that front the public roadways, as well as cluster lots, which include four lots that are accessed from a common drive.

**REFERENCES** (available at 2101 Arena Blvd., Suite 200 -- public counter hours are 7:30 a.m. to 3:30 p.m. Monday through Friday, and until 5:00 p.m. with prior arrangements).

City of Sacramento. 1988. *General Plan Update*.

City of Sacramento. 1988. *Sacramento General Plan Update Draft Environmental Impact Report (SGPU DEIR)*.

City of Sacramento. 1984. *North Sacramento Community Plan*.

City of Sacramento Department of Utilities and County of Sacramento Water Resources Division, 2000. *January 2000 Guidance Manual for On-Site Stormwater Quality Control Measures*.

Brown Buntin Associates, 2006. *Environmental Noise Analysis Jessie Avenue Subdivision*.

Dowling Associates, Inc., 2005. *Dunmore–Jessie Avenue Project Traffic Impact Analysis*.

Foothill Associates, 2003. *Arborist Report for Jessie Avenue Property*.

Foothill Associates, 2003. *Results of a Biological Assessment for the Jessie Avenue Property, Sacramento County*.

Gibson & Skordal, LLC, 2004. *Jurisdictional Delineation and Special Status Species Evaluation (Revised from 2003 version)*.

Gibson & Skordal, LLC, 2004. *Listed Vernal Pool Branchiopods Wet Season Survey*.

Helm Biological Consulting, 2004. *Dry-Season Sampling for Federally Listed Large Branchiopods at the Jessie Avenue Property, Sacramento County, California*.

Miriam Green Associates, 2004. *Results of Special-Status Plant Surveys on the Jessie Avenue Property Sacramento County, California*.

Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County*.

Soil Search Engineering, 2004. *Phase I Environmental Site Assessment Dunmore Sacramento Subdivision Jessie Avenue, Sacramento, CA*.

**SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>1. LAND USE</b> <i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			✓
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			✓

**Environmental Setting**

The existing General Plan land use designations for the site include both Medium Density Residential (MDR) and Low Density Residential (LDR). The North Sacramento Community Plan (NSCP) land use designations for the site include Residential (4-8 du/na) and Residential (11-21 du/na).

The project site is presently vacant. The area surrounding the site consists of vacant land and land currently developed with single-family residences and a church. The property surrounding the site is zoned Single Family (R-1) and Single Family Alternative (R-1A) and designated for residential development in both the SGPU and NSCP.

**Standards of Significance**

For the purposes of this analysis, an impact is considered significant if the project would:

- Substantially change land use of the site;
- Be incompatible with long-term uses on adjacent properties;
- Conflict with applicable land use plans; or
- Result in affects to agricultural resource operations.

**Answers to Checklist Questions**

**Question A**

The current land use designations allow development of the proposed project site with a maximum of approximately 60 single-family residences and 403 multi-family residences. The project proposes the development of 184 single-family homes on 15.3 acres, with the remaining 11.4 acres proposed for use as a park, landscaping, detention basin, and interior roads. The project proposes development of the site at a density that is less than allowed by the current land use designations.

The area surrounding the proposed project site is either currently developed with residential uses or is designated for residential development.

The proposed project includes an Inclusionary Housing Plan in compliance with the City's Inclusionary Housing Ordinance.

Because the project proposes a land use type that is currently allowed on the site and is similar with the surrounding area, the project would not result in a substantial alteration of the present or planned use of an area. The impact is ***less than significant***.

### **Question B**

Although the project site has been disced and has likely been used for agricultural purposes, the project site is not currently in agricultural use. In addition, the SGPU DEIR indicates (Exhibit T-17) that the project site is not located on Prime Agricultural land. Furthermore, commercial agricultural operations, which could result in land use conflicts with single-family residential, do not exist in the project vicinity. Therefore, a ***less-than-significant*** impact related to agricultural resources would occur.

### **Mitigation Measures**

No mitigation is required.

### **Findings**

The proposed project would not result in impacts due to the proposed change in the current land use of the site.

**DUNMORE SACRAMENTO, JESSIE AVENUE (P04-079)  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>2. <u>POPULATION AND HOUSING</u></b>			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			✓
B) Displace existing housing, especially affordable housing?			✓

**Environmental Setting**

According to the Sacramento Area Council of Government’s (SACOG) Population and Housing for Sacramento County, by Jurisdiction, the estimated population of Sacramento in 2001 was 418,700. SACOG estimates the total number of housing units to be 160,309. Using these two figures, the average number of occupants per household is calculated to be 2.61.

The project site is currently zoned R-1 (Standard Single Family) and R-2A (Multi-Family). The General Plan land use designations for the site include both Medium Density Residential (MDR) and Low Density Residential (LDR). The North Sacramento Community Plan land use designations for the site include Residential (4-8 du/na) and Residential (11-21 du/na).

The project site is presently vacant and disced. Structures do not exist on the project site. The area surrounding the site consists of vacant land and land currently developed with single-family residences.

**Standards of Significance**

Section 15131 of the California Environmental Quality Act (CEQA) Guidelines states that the economic or social effects of a project shall not be treated as a significant effect on the environment. However, CEQA indicates that social and economic effects be considered in an EIR only to the extent that they would result in secondary or indirect adverse impacts on the physical environment.

This environmental document does not treat population/housing as an environmental impact, but rather as a social-economic impact. If there are clear secondary impacts created by a population/housing increase generated by the project, those secondary impacts will be addressed in each affected area (e.g., transportation, air quality, etc).

For the purposes of this analysis, an impact is considered significant if the project would induce

substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

## Answers to Checklist Questions

### Questions A & B

Among the requested entitlements, the project includes a General Plan Amendment and Community Plan Amendment, which would result in an overall reduction in the density of residences allowed on the site. Because the proposed density is less than the density anticipated for the site in the SGPU and North Sacramento Community Plan, the project would not result in growth beyond what was anticipated by these plans.

The road improvements to Dry Creek Road and Jessie Avenue, which are required of the proposed project, are necessary only to provide improved access to the site. The improvements would not result in an increase in the capacity of the roadways.

Because the site area is almost fully developed, the necessary utilities are, for the most part, adjacent to the site. However, the proposed project includes the extension of a 6" sewer line to connect to the 8" sewer line currently located at the intersection of May Street and Blaine Avenue, which is over 300 feet north of the project site. This extension would only serve the proposed project and would occur entirely within existing paved right-of-way. The project would not result in the extension of major infrastructure that would induce substantial population growth because the project would not extend the line beyond the project site.

There are no residences on the site; therefore, development of the proposed project would not displace existing housing.

Because the proposed project would not induce substantial growth that is greater than that anticipated within the area's approved land use plans and would not displace housing, the impacts to population and housing would be ***less than significant***.

### Mitigation Measures

No mitigation is required.

### Finding

The proposed project would result in less-than-significant impacts to population and housing.

DUNMORE SACRAMENTO, JESSIE AVENUE (P04-079)  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>3. SEISMICITY, SOILS, AND GEOLOGY</b>			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

*Seismicity.* The Sacramento General Plan Update (SGPU) Draft Environmental Impact Report (DEIR) identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). No active or potentially active faults are known to cross within close proximity to the project site.

*Topography.* Terrain of the proposed project site is relatively flat. Therefore, the potential for slope instability on the site is minor.

*Geology.* The surface geology of the project site consists of Pleistocene Alluvium (Victor Formation). The Victor Formation forms a broad plain between the Sacramento River and the foothills of the Sierra Nevada mountains (SGPU DEIR, T-1). It is a complex mixture of consolidated, ancient river-borne sediments of all textures (SGPU DEIR, T-1). Weathering subsequent to formation during the Ice Ages has typically caused a hardpan layer to develop near the surface, generally allowing only a moderate-to-low rate of rainwater infiltration (SGPU DEIR, T-1).

*Soils.* According to the Soils Survey of Sacramento County prepared by the US Department of Agriculture Soil Conservation Service, the project site is primarily underlain by Madera-Galt complex (50 percent Madera soil and 35 percent Galt soil), with 0- to 2-percent slopes. The Madera soil is moderately deep and moderately well-drained, although permeability is very slow, and shrink-swell potential is high. The hazard from water erosion is slight for Madera soil. The Galt soil is moderately deep and moderately well-drained, although permeability is also slow for this soil, and shrink-swell potential is high. Galt soil is not susceptible to soil erosion.

## Standards of Significance

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

## Answers to Checklist Questions

### Question A

Because no active or potentially active faults are known in the project area; the proposed project would not be subject to the rupture of a known earthquake fault.

However, the SGPU determined that an earthquake of Intensity VII on the Modified Mercalli Scale is a potential event due to the seismicity of the region. Such an event would cause alarm and moderate structural damage could be expected. People and property on the site could be subject to seismic hazards, such as groundshaking, liquefaction, and settlement, which could result in damage or failure of components of the proposed project. This seismic activity could disrupt utility service due to damage or destruction of infrastructure, resulting in unsanitary or unhealthful conditions or possible fires or explosion from damaged natural gas lines.

The City is located in Zone 3 of the Uniform Building Code (UBC) Seismic Risk Map; and therefore, the City requires that all new structures be designed and constructed consistent with the UBC's Zone 3 requirements. In addition, compliance with the California Uniform Building Code (CUBC) (Title 24) would minimize the potential for adverse effects on people and property due to seismic activity by requiring the use of earthquake protection standards in construction.

Prior to approval of the project, the project applicant must submit to the City a geotechnical report of the site. Based on the site-specific conditions, the report could recommend further measures to ensure that the region's seismic activity does not affect the proposed project. Prior to construction, the project applicant must demonstrate to the City that the site, infrastructure, and building designs for the proposed project comply with all required regulations and standards pertaining to seismic hazards, including the inclusion of the recommendations from the geotechnical study.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. Therefore, the impacts due to seismic activity would be ***less than significant*** and no mitigation is required.

### Question B

Topography of the project site is generally level; consequently, changes in topography would not be substantial.

The project site's soils (Madera-Gait complex) possess a high potential for shrink-swell. However, during plan check, the City would review the required geotechnical report, prepared specifically for

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development on the site. The geotechnical report would include recommendations for constructing the residences on the project soils. The City would verify that all recommendations made in the report are incorporated into the grading plan and construction drawings, and, therefore, impacts associated with expansive soils would be reduced to a level of insignificance.

As mentioned above under the soils description, the project site's soils (Madera-Galt complex) are not susceptible to erosion. The potential for erosion due to surface water flow would be limited to areas disturbed by grading during construction. Soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control would be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This Ordinance requires the project applicant to include erosion and sediment control measures on the improvement plans. These plans must also show the methods that would be used to control urban runoff pollution from the project site during construction. Therefore, the proposed project would result in a ***less-than-significant*** impact associated with changes to site topography, expansive soils, and soil erosion.

**Question C**

According to the SGPU DEIR, no significant subsidence of land had occurred within the City of Sacramento (T-13). State regulations and standards related to geotechnical considerations are reflected in the Sacramento City Code. Construction and design would be required to comply with the latest City-adopted code at the time of construction, including the Uniform Building Code. The code would require construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction. In addition, the proposed residential subdivision does not include below-grade features, such as basements, which would require extensive excavation; consequently, construction of the proposed project is not anticipated to require groundwater pumping or dewatering. However, in the event that dewatering activities are required, a short-term change could occur in the quantity of groundwater and/or direction of rate of flow, as well as the quality of the groundwater. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, compliance with the RWQCB requirements would ensure a ***less-than-significant*** impact and no mitigation is required.

**Question D**

The project site consists of vacant, disturbed land, which is relatively flat. No recognized unique geologic features or physical features that would be impacted by the construction of the proposed project exist on the project site. Therefore, related impacts to such features would be ***less-than-significant***.

**Findings**

The proposed project would not have a significant impact due to seismicity, soils, or geology.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>4. WATER</b>  <i>Would the proposal result in or expose people to potential impacts involving:</i></p>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling or storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			✓
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			✓
E) Changes in currents, or the course or direction of water movements?			✓
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

## Environmental Setting

*Drainage/Surface Water.* The project site is within Drainage Shed 144, which flows to Sump 144, located directly south of the project site, just north of I-80 at the extension of May Street. Currently, a 30" drainage line is located within the May Street right-of-way north of Jessie Avenue, and a 72" drainage line also exists within the Dry Creek Road right-of-way, east of the site, which turns to the west in the Jessie Avenue right-of-way, through the project site. These drainage lines both connect to an existing 84" line at the junction structure, located at the intersection of Jessie Avenue and May Street. The 84" line travels south, transecting the site, and then turns to the west and travels along the southern property boundary. The 84" line then connects to Sump 144, located at the southern property boundary.

Currently, drainage on the project site generally occurs via surface flows into existing natural drainage swales and ditches on the site (including historic Verano Creek). These drainage swales and ditches generally flow southwest across the site to Sump 144 and into the North I-80 Drainage Canal, which is concrete-lined and located directly south of the project site within the Interstate 80 right-of-way.

*Water Quality.* The City's municipal water is received from the American River and Sacramento River. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and is sent directly to the Sacramento River. RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

The City of Sacramento has obtained a National Pollution Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in storm runoff. The general permit requires the permittee to employ BMPs before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the storm water drains.

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BMPs are approved by Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA). Components of BMPs include:

- Maintenance of structures and roads;
- Flood control management;
- Comprehensive development plans;
- Grading, erosion and sediment control measures;
- Inspection and enforcement procedures;
- Reduction of pesticide use; and
- Site-specific structural and non-structural control measures.

*Flooding.* The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map revised as of February 18, 2005 indicates that the project site is within the Flood Zone X. Zone X is outside the 100-year flood plain. Within the X zone, there are no requirements to elevate or flood proof structures.

#### **Standards of Significance**

*Surface/Ground Water.* For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

*Flooding.* Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

#### **Answers to Checklist Questions**

##### **Questions A, C, and D**

The proposed project consists of entitlements to develop 184 single-family residences and a Neighborhood Park. Adjacent to the park is a water quality detention basin. This basin would accommodate the project site runoff, which, after detention, would flow to Sump 144. Development of the proposed project would alter absorption rates and surface runoff through the addition of paved surfaces and buildings (impervious surfaces). The proposed project would be required to connect to the City's storm drain system, to the satisfaction of the Department of Utilities

The applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare erosion and sediment control plans for both during and post 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. This ordinance also requires that a Post Construction Erosion and Sediment Control Plan be prepared to minimize the increase of urban runoff pollution caused by development of the area. Storm drain maintenance is required at all drain inlets. In addition, the project would include on-site source and treatment controls as required by the updated Table 2-1 Stormwater Quality Standards for Development Projects (which will become effective May 18, 2006) in the *Guidance Manual for On-Site Stormwater Quality Control Measures (January 2000)*.

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During construction, runoff into the existing stormdrain facilities could contain sedimentation, due to exposed soils. However, the proposed project is required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15) as described above. Because the project is required to comply with the City's ordinances, the project impacts to water quality are not anticipated to be substantial. Please see the discussion of proposed on-site drainage facilities, the installation of which ensure that the proposed project would not result in changes in flow velocity or volume of runoff that would cause environmental harm.

*General Stormwater Construction Permit*

Additionally, development of the site would be required to comply with regulations involving the control of pollution in stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program (Section 402(p), Clean Water Act). The City has obtained a NPDES permit from the State Water Resources Control Board (SWRCB) under the requirements of the U.S. Environmental Protection Agency (USEPA) and Section 402 of the Clean Water Act. The regulations, which apply to a new construction projects affecting more than one acre that would not involve dredging and filling of wetlands, are administered by the SWRCB on behalf of the USEPA. Under the program, the developer would file a Notice of Intent with the SWRCB to obtain a General Construction Activity Storm Water Permit prior to construction of the proposed project.

Since the development work area is greater than one acre, the developer would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include information on runoff, erosion control measures to be employed, and any toxic substances to be used during construction activities. Surface runoff and drainage would be handled on site. Potential for erosion due to surface water flow would be primarily limited to areas disturbed by grading during construction. Short-term, construction-related, erosion control would be readily available by means of Best Management Practices (BMPs) (e.g., use of erosion control barriers, hydroseeding, etc.). Long-term erosion control would be accomplished by establishing vegetation and controlling surface water flow.

The SWRCB requires that the best available technology that is economically achievable, and best conventional pollutant control technology be used to reduce pollutants. These features would be discussed in the SWPPP. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plans for the project components.

Compliance with all applicable regulatory requirements, designed to maintain and improve water quality from development activities, would ensure that the proposed project would have a ***less-than-significant*** impact on drainage and water quality.

**Question B**

The project site is located within Flood Zone X. The Flood Zone X is defined as: Areas of 500-year flood - areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. Therefore, impacts from flooding are anticipated to be ***less-than-significant***.

### Question E

The North I-80 Drainage Canal is the nearest surface water body and is located immediately south of the project site. Stormwater runoff from the project site could affect the capacity of local rivers to receive drainage from Shed 144. However, it was assumed for Shed 144 that the project site would be developed consistent with the existing Zoning and General Plan designation, which allows single-family residential uses. Although the proposed project includes a General Plan Amendment, a Community Plan Amendment, and a Rezone, the proposed project, similar to the existing General Plan land use designation, would result in residential development. In addition, the proposed project would result in a decreased density, as compared to the General Plan designation. Consequently, the amount of runoff anticipated for the project site would not be greater than the amount assumed in the SGPU. Therefore, impacts to the currents, course, or direction of water movements are anticipated to be ***less-than-significant***.

### Questions F-H

Water for the proposed project would be provided by the City of Sacramento, which receives most of its water from surface water sources (for more detail, see the Utilities section). The project would not include large subsurface features or wells, and would consequently not likely affect the direction or rate of flow of ground water. If dewatering is necessary during construction, it is not anticipated to result in amounts or depths that would significantly affect the direction or rate of flow of ground water. Therefore, compliance with the RWQCB requirements would ensure a ***less-than-significant*** impact on groundwater.

### Mitigation Measures

No mitigation required

### Findings

This project would result in less-than-significant impacts to water resources.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>5. AIR QUALITY</b>			
<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?			✓

**Environmental Setting**

The project area is located in the Sacramento Valley Air Basin, which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and surrounding region is largely influenced by urban emission sources.

**Regulatory Setting**

Air quality management responsibilities exist at local, state, and federal levels of government. Air quality management planning programs were developed during the past decade generally in response to requirements established by the federal Clean Air Act (CAA) and the California Clean Air Act of 1988 (CCAA).

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary- and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin (SVAB).

Both the State of California and the federal government have established ambient air quality standards for several different pollutants. For some pollutants, separate standards have been set for different periods of the year. Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops, protection of materials, or

avoidance of nuisance conditions.

The pollutants of greatest concern in the project area are carbon monoxide (CO), ozone, and inhalable particulate matter smaller than or equal to 10 microns in diameter (PM 10).

Based on ozone levels recorded between 1988 and 1991, the Sacramento County portion of the SVAB was classified by the CAA as a severe nonattainment area, with attainment required by 1999. However, no feasible controls could be identified that would provide the needed reductions by 1999. Sacramento County is still classified as non-attainment for ozone.

Sacramento County is federally designated as a moderate nonattainment area for PM10. Monitoring data have verified that no violation of the federal PM10 standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a redesignation from nonattainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the redesignation from nonattainment to attainment, and it is expected to be completed within the next few years.

For CO, the region is designated as unclassified/attainment by the EPA, and is also designated as being in attainment by the State.

The State of California has designated the region as being a serious nonattainment area for ozone, and a nonattainment area for PM10.

### **Standards of Significance**

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact.

#### Particulate Matter

The threshold of significance for PM10 is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM10, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it can be assumed that the project is below the PM10 threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of this environmental analysis, sensitive receptor locations generally include sidewalks and residences. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm.

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Table AIR-1, below, presents the allowable contaminant generation rates at which emissions are considered to have a significant effect on air quality throughout the SMAQMD. Project-related air emissions would have a significant effect if they result in concentrations that create either a violation of an ambient air quality standard or contribute to an existing air quality violation.

<b>Table AIR-1. SMAQMD Significance Thresholds</b>				
	<b>Ozone Precursor Emissions</b>		<b>CO (parts per million)</b>	<b>PM10 (<math>\mu\text{g}/\text{m}^3</math>)</b>
	<b>ROG (lbs./day)</b>	<b>NO<sub>x</sub> (lbs./day)</b>		
Construction (short-term)	None	85	1 Hour = 20	24 Hour = 50
			8 Hour = 9.0	Annual Arithmetic Mean = 20
Operational (long-term)	65	65	1 Hour = 20	24 Hour = 50
			8 Hour = 9.0	Annual Arithmetic Mean = 20

**Answers to Checklist Questions**

**Question A**

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO<sub>x</sub> and ROG), PM<sub>10</sub> and CO are likely to exceed the standards of significance due to operation of the project, an initial project screening was performed using Table 4.2 Project Sizes with Potentially Significant Emissions, which is included within the SMAQMD *Guide to Air Quality Assessment* (July 2004). The function of the table is to provide project sizes for land use types which, based conservatively on default assumptions for modeling inputs using the URBEMIS2002 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for ROG and NO<sub>x</sub> (SMAQMD 2004, p. 4-2).

SMAQMD considers development projects of the type and size that fall below the significance cut-points in Table 4.2 for ROG and NO<sub>x</sub> also to be insignificant for CO emissions (SMAQMD 2004, p. 5-2). SMAQMD has indicated that PM10 emissions from development projects, if they are of the type and size below the cut-points in Table 4.2 for ROG and NO<sub>x</sub>, may likewise be considered not significant. However, this assumption applies only to projects that do not generate trips by heavy-duty diesel vehicles in greater proportion than such trips occur generally on public roadways (SMAQMD 2004, p. 5-2). Operation of the proposed single-family residential subdivision would not generate trips by heavy-duty diesel vehicles.

Projects categorized as “Single Family Residential” land use development types are considered potentially significant at the NO<sub>x</sub> Screening Level for operational impacts at 656 units or greater. The number of units to be developed under the proposed project would be 184, which is well below the Table 4.2 threshold for single family residential. Therefore, no potentially significant operational impacts are expected to air quality due to mobile source emissions for these criteria pollutants.

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The *URBEMIS 2002 8.7* model was also performed to calculate estimated emissions for the operation of the proposed project. Based on the estimated emissions from the URBEMIS model, the proposed project is not likely to exceed the operational emissions threshold of 65 lbs/day for ROG and NO<sub>x</sub>. Estimated ROG and NO<sub>x</sub> emissions using the URBEMIS 2002 model were calculated to be as high as approximately 28.82 lbs/day and 15.27 lbs/day, respectively, which is below the 65 lbs/day threshold.

Project-Related Construction Impacts: The *URBEMIS 2002 8.7* model was also used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO<sub>x</sub>. Estimated NO<sub>x</sub> emissions using the URBEMIS 2002 model were calculated to be as high as approximately 57.85 lbs/day, which is below the 85 lbs/day threshold.

The SMAQMD Guide to Air Quality Assessment states (p. 3-2) that if the project's NO<sub>x</sub> mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions (Manual Calculation, URBEMIS, and Roadway Construction Model), then the Lead Agency may assume that exhaust emissions of other pollutants from operation of equipment and worker commute vehicles are also not significant. Consequently, because the URBEMIS 2002 model indicated that the project would not exceed the NO<sub>x</sub> threshold, the analysis of other criteria pollutant emissions is not included in this discussion.

Additionally, construction activities would be required to comply with SMAQMD's Rule 403 on Fugitive Dust, which states that a person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

- the use of water or chemicals for control of dust, where possible, during construction operations (including roadways), or during the clearing of land;
- the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces, which can give rise to airborne dusts;
- other means approved by the Air Pollution Control Officer.

Compliance with this rule will further reduce impacts associated with the proposed project.

Conclusion: Because neither construction nor operation of the proposed project are anticipated to exceed thresholds of criteria pollutants, and because construction of the proposed project is anticipated to comply with SMAQMD Guidelines, the proposed project would result in a ***less-than-significant*** impact related to short and long term emissions.

#### **Question B**

Because the proposed project consists of residential uses, it is highly unlikely that it would create

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either stationary or mobile Toxic Air Contaminant (TAC) sources, once the proposed project is operational. Significant stationary TAC sources usually take the form of factories, research and development facilities, or hospitals with specialized equipment. Mobile TAC is generated by heavy-duty on-road vehicles that run on diesel fuel, such as heavy duty trucks or diesel buses. Due to the zoning of the proposed project for residential and park use, no stationary sources that might contribute TAC would be allowed to develop. Also, because no commercial or industrial uses would be part of the proposed project, no diesel trucks would be attracted, and mobile TAC sources generated by the proposed project would consequently be minimal. Even though the proposed project itself would not generate stationary or mobile TAC, it would place sensitive receptors in proximity to existing mobile TAC by building homes adjacent to Interstate 80 (I-80). I-80 experiences consistent diesel truck traffic.

Traffic on freeways can contribute to an increased cancer risk in individuals living near freeways, due to the toxic air contaminants that are produced by vehicle traffic. Passenger vehicles can produce benzene and 1,3-butadiene, both of which are toxic. Diesel particulate matter, which has been identified by the California Air Resources Board (CARB) as a TAC, is produced mostly by heavy-duty diesel trucks and accounts for the majority of TAC risk from freeway traffic.

When conducting an air quality analysis, thresholds of significance approved by the local air quality management district or air pollution control district are normally relied upon to determine significance. While the SMAQMD does set a threshold of significance of ten excess cancer cases per one million for TAC from stationary sources, it does not set a threshold of significance for mobile source TAC.

The CARB has published a document entitled *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005), which provides information to local jurisdictions on the potential health effects of locating sensitive uses adjacent to certain sources of air pollution, including freeways. According to the CARB document, numerous studies have indicated that there is a correlation between proximity to a freeway and an increase in health impacts, such as reduced lung function, asthma, and bronchitis.

The CARB document references several studies that concluded that particulate pollution levels show about a 70 percent drop-off at 500 feet from a freeway. While CARB recommends that local agencies avoid approving new sensitive uses within 500 feet of a freeway in order to reduce potential health impacts, CARB did not establish a standard of significance for mobile TAC against which a development project could be evaluated.

While the Handbook provides guidance to local agencies and the public on planning issues, neither the CARB nor the SMAQMD have developed a threshold of significance for TAC from mobile sources. The Air Quality and Land Use Handbook identifies various steps in the land use approval process in which such concerns can be addressed. These include General Plan policies, zoning standards, as well as the environmental review process. The issue of siting residential land uses in the proximity of a freeway is recognized by the CARB as being a planning policy issue as well as an issue that may be evaluated in the CEQA process.

The proposed project would not exceed the established air quality thresholds of the ARB and SMAQMD, and concerns regarding the proximity of residential uses to the freeway can be addressed during the land use planning process as policy issues. Consequently, this would be a

*less-than-significant* impact.

#### **Question C**

The area around the proposed project site is relatively flat, with the changes in topography caused primarily by water features. The existing built environment consists of single-family residences and a church. Significant changes in air movement can result from the construction of tall or large-mass structures. Construction of buildings that result in the shading of adjoining buildings or parcels for a significant part of the day can result in temperature changes in the project vicinity. Temperature and moisture changes can also result from the construction of structures that emit large quantities of air that is significantly different in temperature and/or humidity than the surrounding environment. There are no structures tall enough to significantly affect air movement and temperature in the vicinity of the proposed project site.

Because (1) the existing and proposed structures are not tall enough, or of a mass, to significantly affect air movement and/or temperature changes through shading by buildings and (2) there are no proposed land uses that emit large quantities of humidity or heated/cooled air; the proposed project would result in a *less-than-significant* impact related to changes in climate.

#### **Question D**

Emissions from construction vehicles could create some short-term objectionable odors; however, any construction-related odors would be temporary and limited to the duration of construction. Residential uses do not typically generate objectionable odors. Therefore, the proposed project is anticipated to have a *less-than-significant* impact due to odors.

#### **Findings**

With compliance with the regulatory requirements, the proposed project will have a less-than-significant impact on air quality.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b><u>6. TRANSPORTATION/CIRCULATION</u></b>			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?		✓	
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

The following discussion is based on the Dunmore–Jessie Avenue Project Traffic Impact Analysis, prepared specifically for the proposed project by Dowling Associates, Inc. on November 23, 2005. It should be noted that the Traffic Impact Analysis analyzed the effects associated with the project trip generation of 191 units. Since the completion of the Traffic Impact Analysis, the number of units proposed has decreased to 184. The City’s Development Engineering and Finance Division (DEF) has indicated that this decrease in units would not change the conclusions in the Traffic Impact Analysis and no change to mitigation, or additional mitigation would be required.

**Environmental Setting**

The existing roadway, transit, bicycle and pedestrian components of the transportation system within the study area are described below.

### *Existing Roadways*

Regional automobile access to the site is provided primarily by Interstate 80 (I-80). Access to and from I-80 is provided at Norwood Avenue (about 0.75 miles west of the site) and Raley Boulevard (approximately 0.5 miles east of the site).

Local automobile access is provided by a system of arterial and collector roadways in the project vicinity. Arterial roadways include Norwood Avenue, Rio Linda Boulevard and Raley Boulevard. Norwood Avenue is a north-south, four-lane arterial that provides access to I-80 west of the project site and provides access to points within the City of Sacramento.

Rio Linda Boulevard is a two-lane arterial, located approximately one-quarter mile west of the project that provides north-south access between Del Paso Boulevard on the south to unincorporated Rio Linda, Elverta, and points north. Rio Linda Boulevard does not connect directly to I-80.

Raley Boulevard is a divided four-lane arterial south of Bell Avenue where it connects the north and south portions of Marysville Boulevard to I-80 east of the project site. North of Bell Avenue, Raley Boulevard becomes a two-lane roadway that extends north into Sacramento County.

Bell Avenue, located north of the project site, is primarily a two-lane collector roadway with a short four-lane section just east of Norwood Avenue.

Other roadways serving the project area include the following two-lane streets:

- *Jessie Avenue*, which currently extends east-west from one-half mile west of Norwood Avenue to May Street, at the west side of the proposed project site.
- *North Avenue*, located just south of I-80, is an east-west roadway connecting Rio Linda Boulevard to Marysville Boulevard and points east.

Taylor Street is a north-south street located halfway between Norwood Avenue and Rio Linda Boulevard. Taylor Street extends from Bell Avenue on the north to the north side of I-80, where it terminates on its south end. A traffic signal was recently installed at the Taylor Street intersection with Bell Avenue, and new curb, gutter, and sidewalk improvements were installed along its entire length.

May Street is a north-south street that extends from the project site on the south to just north of Bell Avenue. It is located halfway between Rio Linda Boulevard and Dry Creek Road.

Dry Creek Road passes along the east edge of the proposed project and extends from South Avenue on the south into Sacramento County on the north.

### *Study Intersections, Street Segments, and Freeway Ramps*

A set of intersections, street segments, freeway ramps, and freeway merge/diverge areas were selected for study based upon the anticipated volume and distributional patterns of project traffic

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and known locations of operational difficulty. This selection was made in collaboration with the City of Sacramento Development Services Department staff.

Intersections

- Norwood Avenue / I-80 Eastbound Ramps
- Norwood Avenue / I-80 Westbound Ramps
- Norwood Avenue / Jessie Avenue
- Taylor Street / Jessie Avenue
- Rio Linda Blvd / Jessie Avenue
- May Street / Jessie Avenue<sup>1</sup>
- Dry Creek Road / Bell Avenue
- Dry Creek Road / North Avenue
- Dry Creek Road / Jessie Avenue<sup>2</sup>

Street Segments

- Dry Creek Road north of Jessie Avenue
- Dry Creek Road south of Jessie Avenue
- Jessie Avenue east of Rio Linda Boulevard
- May Street north of Jessie Avenue
- Jessie Avenue west of Dry Creek Road (proposed with project)

Freeway Ramps

- I-80 Eastbound Norwood Avenue Off-Ramp
- I-80 Westbound Norwood Avenue On-Ramp
- I-80 Eastbound Raley Boulevard On-Ramp
- I-80 Westbound Raley Boulevard Off-Ramp

*Existing Transit Service*

Sacramento Regional Transit (RT) provides two local bus lines near the project site. Route 18 provides service from Jessie Avenue and Newcastle Street to the Marconi/Arcade Light Rail Station. Service is provided on an hourly basis from 7:00 a.m. to 7:00 p.m., weekdays, and from 9:00 a.m. to 5:00 p.m., Saturdays. Route 18 passes along Bell Avenue, approximately one-quarter mile north of the project site.

Route 19 provides service between the Arden/Del Paso Light Rail Station to the Watt/I-80 Light Rail Station along Rio Linda Boulevard, less than a quarter mile west of the project site. Service is provided on an hourly basis from 5:00 a.m. to 8:00 p.m., weekdays, and from 8:00 a.m. to 7:00 p.m., Saturdays, Sundays, and holidays.

*Existing and Planned Bicycle and Pedestrian System*

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<sup>1</sup> Intersection does not currently exist but would be created by the Project.

<sup>2</sup> This intersection currently has gates at the south and east legs of the intersection.

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Bicycle facilities are addressed in the 2010 Bikeway Master Plan developed by the Sacramento City/County Bicycle Task Force. The Master Plan is a policy document that was prepared to coordinate and develop a bikeway system that will benefit and serve the recreational and transportation needs of the public. Officially designated bicycle facilities are classified as follows:

- Class I: Off-street bike trails or paths that are physically separated from streets or roads used by motorized traffic.
- Class II: On-street bike lanes with signs, striped lane markings and pavement legends.
- Class III: On-street bike routes marked by signs and shared with motor vehicles and pedestrians.

A Class I bike trail currently extends along Rio Linda Boulevard from downtown Sacramento to the northern city limits. The bike trail provides connections to bike trails along the American River. Existing Class II bike lanes are located along Grand Avenue between Norwood Avenue and Raley Boulevard, and bike lanes are provided along Norwood Avenue south of Morrison Avenue and along Raley Boulevard north of Bell Avenue. A short section of Bell Avenue has bike lanes between Taylor Street and Rio Linda Boulevard.

Sidewalks in the study area are provided only where new developments have recently been constructed. Sidewalks are not available along existing sections of Jessie Avenue.

### **Standards of Significance**

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. For the purposes of this document, an impact is considered significant if the proposed project would have the effects described below.

The standards of significance in this analysis are based upon the current practice of the appropriate regulatory agencies. For most areas related to transportation and circulation, the standards of the City of Sacramento have been used. For traffic flow on the I-80 freeway system and associated interchanges, the standards of Caltrans have been used.

### **Intersections**

In the City of Sacramento, a significant traffic impact occurs at a signalized or unsignalized intersection (except for freeway ramp/arterial intersections within North Natomas) when:

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

These standards have been developed consistent with a goal set forth in the City of Sacramento, General Plan Update (1988). Specifically, Section 5-11 - Goal D, states to "Work towards achieving a Level of Service C on the City's local and major street system."

### **Roadway Segments**

In the City of Sacramento, a significant traffic impact occurs at a roadway segment when:

- The traffic generated by the project degrades peak period level of service (LOS) from A, B, or C (without the project) to D, E, or F (with the project); or,
- The level of service (without the project) is D, E, or F and project generated traffic increases the volume/capacity ratio by 0.02 or more.

### **Freeway Ramps and Mainline**

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.
- Project traffic increases that cause any ramp's merge / diverge level of service to be worse than the freeway's level of service.
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service "E."

### **Bikeways**

For the purposes of this document, impacts to bikeways are considered significant if the proposed project would:

- Hinder or eliminate an existing designated bikeway, or interfered with implementation of a proposed bikeway; or
- Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

### **Pedestrian Circulation**

For the purposes of this document, impacts to pedestrian circulation are considered significant if the proposed project would:

- Result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

### **Transit System**

For the purposes of this document, impacts to the transit system are considered significant if the proposed project would:

- Increase ridership, when added to the existing or future ridership, would exceed available or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operations.

### **Answers to Checklist Questions**

**Question A**

In November 2005, a Traffic Impact Analysis was completed by Dowling Associates, Inc. for the proposed project. The results are summarized below.

**Existing Levels of Service**

The existing a.m. and p.m. peak hour operating conditions at the study area intersections are shown in Table T-1. All the intersections meet the City's level of service "C" goal currently.

Table T-2 shows the existing a.m. and p.m. peak hour operating conditions at the study area street segments. All the street segments meet the City's level of service "C" goal currently.

The existing a.m. and p.m. peak hour operating conditions at the I-80 interchange ramp merge and diverge areas are shown in Table T-3. All ramps would meet Caltrans' level of service "E" goal currently.

Intersection	Traffic Control	Peak Hour	Existing	
			LOS <sup>1</sup>	Delay <sup>2</sup>
1. Norwood Avenue / I-80 EB Ramps	Signal	AM	B	17.4
		PM	B	16.9
2. Norwood Avenue / I-80 WB Ramps	Signal	AM	B	15.8
		PM	B	18.9
3. Norwood Avenue / Jessie Avenue	Signal	AM	B	10.7
		PM	A	9.9
4. Taylor Street / Jessie Avenue	4-Way Stop	AM	A	7.9
		PM	A	8.3
5. Rio Linda Blvd / Jessie Avenue	2-Way Stop	AM	A	2.7
		PM	A	3.6
6. May Street / Jessie Avenue <sup>3</sup>	2-Way Stop	AM	na	na
		PM	na	na
7. Dry Creek Road / Bell Avenue	4-Way Stop	AM	B	12.7
		PM	B	10.6
8. Dry Creek Road / North Avenue	4-Way Stop	AM	A	8.5
		PM	A	8.0

Source: Dowling Associates, Inc., November 2005.  
<sup>1</sup> LOS = Level of Service  
<sup>2</sup> Weighted average control delay in seconds  
<sup>3</sup> Existing intersection is uncontrolled.  
na = Not applicable

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<b>Table T-2 Roadway Levels of Service - Existing Conditions</b>				
Roadway Segment	Lanes	Weekday		
		ADT	LOS	V/C
<b>Weekday</b>				
Dry Creek Road north of Jessie Avenue	2	2,330	A	0.27
Dry Creek Road south of Jessie Avenue	2	2,330	A	0.27
Jessie Avenue east of Rio Linda Boulevard	2	680	A	0.14
May Street north of Jessie Avenue	2	680	A	0.14
Source: Dowling Associates, Inc., November 2005. ADT = Average daily traffic LOS = Level of service V/C = Volume/Capacity				

<b>Table T-3 Existing I-80 Interchange Operations</b>				
Ramp	Peak Period	Existing		
		LOS <sup>1</sup>	d(f) <sup>2</sup>	Vol <sup>3</sup>
<b>Eastbound I-80</b>				
Norwood Avenue Off-Ramp	AM	D	30.3	5,605
	PM	E	35.5	6,947
Raley Boulevard On-Ramp	AM	C	26.0	5,301
	PM	D	30.5	6,369
<b>Westbound I-80</b>				
Raley Boulevard Off-Ramp	AM	D	33.0	6,601
	PM	D	29.7	5,686
Norwood Avenue On-Ramp	AM	D	34.3	6,002
	PM	D	29.1	5,173
Source: Dowling Associates, Inc., November 2005. <sup>1</sup> LOS = Level of Service <sup>2</sup> Density of passenger vehicles per mile per lane in the merge or diverge area. <sup>3</sup> Vol = Traffic Volume				

*Project Trip Generation*

Trip generation of the proposed project is based upon information compiled by the Institute of Transportation Engineers (Trip Generation, 7<sup>th</sup> Edition, 2003) and (Trip Generation Handbook, 2004). In summary, the project has the potential to generate about 1,886 trips on an average day. Approximately 143 trips would occur during the weekday morning peak hour, and 192 trips during the weekday evening peak hour. It should be noted that these trip generation figures are based on 191 units, rather than the proposed 184 units.

### *Baseline Conditions*

An analysis of baseline plus project conditions was performed to determine the potential traffic impacts of the Proposed Project in combination with other projects that have already been approved. Two projects have been approved that would affect traffic conditions near-term. Alta Vista Meadows is a residential development located at the southwest corner of the Main Avenue / Rio Linda Boulevard intersection. Alta Vista Meadows will have 34 single-family residential housing units and 18 residential condominiums, which will generate a total of 38 AM peak hour trips and 56 PM peak hour trips. The 450 Jessie Avenue project will contain 60 apartments at a location on Jessie Avenue between Norwood Avenue and Taylor Street, which will generate a total of 33 AM peak hour trips and 51 PM peak hour trips.

### Intersections (Baseline)

Although the Proposed Project would increase traffic volumes at study area intersections, all intersection LOS would remain above LOS C for baseline conditions (Table 12 on page 27 of the Traffic Study). Consequently, the proposed project would not result in substantial adverse effects related to study area intersections under baseline conditions.

### Roadway Segments (Baseline)

Although the Proposed Project would increase traffic volumes on study area roadway segments, all roadway segment LOS would remain at LOS A for baseline conditions (Table 13 on page 28 of the Traffic Study). Consequently, the proposed project would not result in substantial adverse effects related to study area roadway segments under baseline conditions.

### Freeways (Baseline)

The Proposed Project would increase traffic volumes on study area freeways. Although the Proposed Project would increase traffic volumes on freeway ramps in the study area, the project would not result in significant freeway impacts. Vehicle queues at freeway off-ramp intersections would not be measurably affected as a result of the project. The project would not change any ramp's merge or diverge level of service nor would it result in excessive vehicle queues at off-ramps (pages 28 and 29 of the Traffic Study).

### *Cumulative Conditions*

The analysis of transportation and circulation under cumulative conditions focuses on year 2027 conditions. The discussion below addresses project impacts that differ from the impacts previously addressed for baseline conditions with regard to intersection operations and freeway operations.

Cumulative conditions were analyzed to determine the effect of the project in combination with the effects of buildout of the surrounding community. Cumulative traffic volumes were taken from the SACMET 2027 model. This model reflects approved land use changes in the project area. The traffic volume forecasts for cumulative conditions assume full build-out of the community, which is likely to be a conservative assumption.

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Intersections (Cumulative)

Intersection operating conditions for cumulative conditions are summarized in Table T-4. The proposed project would add traffic to study intersections and cause significant impacts for cumulative conditions at the Dry Creek Road / Bell Avenue intersection, where the level of service without project would be LOS F and project generated traffic would increase the average vehicle delay by 5.4 seconds during the p.m. peak hour, which is 0.4 seconds over the City's standard.

<b>Table T-4 Intersection Levels of Service - Cumulative Conditions</b>						
Intersection	Traffic Control	Peak Hour	No Project		Project	
			LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
1. Norwood Avenue / I-80 EB Ramps	Signal	AM	B	18.9	B	18.9
		PM	C	20.7	C	21.0
2. Norwood Avenue / I-80 WB Ramps	Signal	AM	D	36.7	D	38.8
		PM	D	36.3	D	37.1
3. Norwood Avenue / Jessie Avenue	Signal	AM	B	14.8	B	15.8
		PM	B	13.2	B	14.3
4. Taylor Street / Jessie Avenue	4-Way Stop	AM	A	8.4	A	8.7
		PM	A	8.9	A	9.4
5. Rio Linda Blvd / Jessie Avenue	2-Way Stop	AM	A	6.2	B	12.8
		PM	B	11.5	E	45.8
6. May Street / Jessie Avenue <sup>3</sup>	2-Way Stop	AM	na	na	A	6.9
		PM	na	na	A	6.3
7. Dry Creek Road / Bell Avenue	4-Way Stop	AM	F	79.9	F	84.2
		PM	F	52.6	<b>F</b>	<b>58.0</b>
8. Dry Creek Road / North Avenue	4-Way Stop	AM	B	12.6	B	13.4
		PM	B	10.9	B	11.2
9. Dry Creek Road / Jessie Avenue <sup>4</sup>	2-Way Stop	AM	na	na	A	0.6
		PM	na	na	A	0.5

Source: Dowling Associates, Inc., November 2005.

<sup>1</sup> LOS = Level of Service

<sup>2</sup> Weighted average control delay in seconds

<sup>3</sup> Existing intersection is uncontrolled; stop signs controlling the N/S approaches are assumed for Project conditions.

<sup>4</sup> Existing intersection does not exist the Project would provide a stop sign for the eastbound Jessie Avenue approach.

Notes: **Bold** values indicate a potential significant impact.

na = Not applicable

### Roadway Segments (Cumulative)

The proposed project would increase traffic volumes on study area roadway segments; however, no roadway segments would drop below LOS C. The impact of the project on roadway segments would not be considered significant (page 32 of the Traffic Study).

### Freeways (Cumulative)

The Proposed Project would increase traffic volumes on study area freeways. Vehicle queues at freeway off-ramp intersections would not be measurably affected as a result of the project. Although the Proposed Project would increase traffic volumes on freeway ramps in the study area, the project would not result in significant freeway impacts. The project would not change any ramp's merge or diverge level of service nor would it result in excessive vehicle queues at off-ramps. Therefore, the impact of the project on study area freeways would not be considered significant (page 32 of the Traffic Study).

### **Conclusion**

The project would not exceed thresholds for intersections, roadway segments, or freeways for baseline conditions. In addition, under cumulative conditions, the project would not exceed thresholds for roadway segments and freeways. However, the proposed project would result in a delay of greater than 5 seconds (5.4 seconds) for cumulative conditions at the Dry Creek Road / Bell Avenue intersection, where the level of service without the project would be LOS F. Therefore, the proposed project would result in a *potentially significant* impact related to increased vehicle trips or traffic congestion. The following mitigation measure would reduce the cumulative impact to a **less-than-significant** level because it would reduce the average control delay to 33.1 seconds (LOS C) during the a.m. peak hour and to 31.4 seconds (LOS C) during the p.m. peak hour.

### **Mitigation Measure**

T-1 At the Dry Creek Road / Bell Avenue intersection, the applicant shall pay a fair-share for construction of a traffic signal with protected left-turn phasing (green arrows) for the east and west approaches and permitted left-turn phasing (green ball displays) for the north and south approaches.

### **Questions B & E**

The Traffic Study states (p. 29) that the proposed project would result in the addition of residents, students, and visitors to the site, some of whom would travel by bicycle. Access between the project site and the regional bicycle trail along Rio Linda Boulevard would be provided along a short section of Jessie Avenue. Existing and proposed roadways in the project area would have adequate provision for bicycle access (wide lanes on a low-volume street) between the project site and the regional bicycle system.

The proposed project is not anticipated to hinder or eliminate an existing designated bikeway or interfere with implementation of the bikeway system proposed for the project area. Public

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improvements required for the proposed project are or will be designed to appropriate, applicable standards.

Sidewalks would be required along all new roadway construction in the project vicinity in conformance with City design standards.

The proposed project is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts. Therefore, impacts of the project related to design hazards or hazards to bicyclist/pedestrians would be **less-than-significant**.

**Question C**

Existing road infrastructure provides adequate emergency access to the proposed project site. The project site shall be designed to appropriate standards, to the satisfaction of the City of Sacramento's the Development Services Department, Development Engineering and Finance Division and Fire Department. Potential emergency access impacts are considered to be **less-than-significant** and do not require mitigation.

**Question D**

City Code Section 17.64.020 identifies the parking requirements by land use type, and indicates that single-family residential uses are required to provide one parking space per unit. Project floor plans indicate 2-car garages on all units. Consequently, inadequate on-site parking would not result from the proposed project as the proposed parking is within the requirements of the City's Zoning Code. There is space for grading equipment and construction workers to park on site during construction. As a result, a **less-than-significant** parking impact is anticipated.

**Question F**

Table T-5 compares the number of transit riders that would be generated for the proposed project. The proposed project has the potential to generate about 101 transit riders on an average weekday (page 23 of the Traffic Study).

Table T-1 Project Transit Ridership						
Land Use	Amount	Auto Occupancy	Percent Transit	Transit Riders		
				Peak Hour		Week day
				AM	PM	
Single-Family Residential	191 Units	1.62	3.2%	8	10	101

Source: Dowling Associates, Inc., November 2005.

The proposed project would generate approximately 8 to 10 transit riders during the a.m. and p.m. peak hours, respectively. The Traffic Study states (p. 30) that the increase in ridership would not likely cause the capacity of the transit system to be exceeded and would not justify the extension of a transit route. The impact of the project on transit operations would not be significant.

The Traffic Study also states (p. 29) that the proposed project would result in the addition of residents, students, and visitors to the site, some of whom would travel by bicycle. Access between the project site and the regional bicycle trail along Rio Linda Boulevard would be provided along a short section of Jessie Avenue. Existing and proposed roadways in the project area would have adequate provision for bicycle access (wide lanes on a low-volume street) between the project site and the regional bicycle system.

Therefore, because the proposed project would not exceed ridership capacity of local transit, and because the proposed project includes access to the regional bicycle trail, the proposed project would result in a ***less-than-significant*** impact associated with conflicts with adopted policies concerning alternate forms of transportation.

**Question G**

The project would not result in waterborne or air traffic impacts because the project improvements would be contained within the project site and would be at ground-level. There are no railroad tracks or navigable waterways within, or adjacent to the project site, so impacts to rail or waterways would also be ***less-than-significant***.

**Mitigation Measures**

No mitigation is required.

**Findings**

The project would not result in significant impacts to transportation or circulation.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>7. <u>BIOLOGICAL RESOURCES</u></b>			
<i>Would the proposal result in impacts to:</i>			
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)?		✓	

**Environmental Setting**

The following discussion is based largely on a Jurisdictional Delineation and Special Status Species Evaluation prepared by Gibson & Skordal, updated in March 2004. A Biological Assessment was also prepared specifically for the proposed project in March 2003 by Foothill Associates; however, because the Gibson & Skordal report is more recent and more conservative than the Foothill report, the majority of this section will be based on the Gibson & Skordal report.

This section includes information from the following additional studies: *Results of Special-Status Plant Surveys on the Jessie Avenue Property Sacramento County, California* was prepared for the project by Miriam Green Associates in September 2004; *Arborist Report for Jessie Avenue Property*, prepared for the project by Foothill Associates in February 2003; *Listed Vernal Pool Branchiopods Wet Season Survey*, prepared for the project by Gibson & Skordal in August 2004; and *Dry-Season Sampling for Federally Listed Large Branchiopods at the Jessie Avenue Property, Sacramento County, California* prepared for the project by Helm Biological Consulting in November 2004.

Site Description

The project site is bordered by Dry Creek Road to the east, a concrete-lined drainage feature (North I-80 Drainage Canal) to the south, and a mix of roads and residential subdivision to the north and west. The site consists of nearly level to gently undulating terrain that slopes and drains to the south and southwest. Jessie Avenue terminates near the center of the site. Historically, the site may have been used for a variety of agricultural purposes including orchards, winter oats and hay production, and cattle grazing.

Vegetation

Currently, a majority of the project site has been altered and disturbed by recent discing and

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plowing activities. Prior to the recent discing, the majority of the site supported annual grassland habitat. Common grassland species observed include tarweed (*Holocarpha virgata*), soft chess (*Bromus mollis*), rip-gut brome (*Bromus diandrus*), wild oats (*Avena sp.*), filaree (*Erodium sp.*), perennial rye (*Lolium perenne*), Bermuda grass (*Cynodon dactylon*), rat-tail fescue (*Vulpia myuros*), and hairy hawkbit (*Leontodon leysseri*).

### Trees

The Arborist Report, prepared for the project by Foothill Associates in February 2003, states (p. 3) that there are several different tree species growing on the property. These include elm (*Ulmus spp.*), black locust (*Robinia psuedoacacia*), chinaberry (*Melia azedarach*), box elder (*Acer negundo*), tree-of-heaven (*Ailanthus altissima*), ash (*Fraxinus spp.*), and pine (*Pinus spp.*). There are no native oak trees found on the property. All other trees on the project site are too small in circumference to be considered heritage trees by the City of Sacramento. Foothill Associates inventoried 6 trees with a diameter at breast height (DBH) greater than 6 inches.

### Jurisdictional Waters

A Jurisdictional Delineation and Special Status Species Evaluation was prepared for the proposed project by Gibson & Skordal, LLC in November 2003 and revised in March 2004. The Delineation, as revised, identified four wet swales and four seasonal wetlands.

#### *Wet Swales (WS1 – WS4)*

Wet swales in the study area are characterized by linear, sloping drainages that experience long-term saturated soil conditions that persist during and following periods of heavy precipitation in the winter and early spring. However, they do not sustain long-term ponding conditions. The swales are hydrologically supported by rainfall and urban run-off. Portions of the wet swales have been altered by past disturbances including discing and/or plowing.

The primary wet swale (WS1) (See Attachment C) drains out of a depressional seasonal wetland in the eastern portion of the study area, then drains into an out-fall pipe at the southern boundary adjacent to the off-site drainage canal. The small wet swales, WS2 and WS3 feed into WS-1. The wet swales typically support a facultative (occurring in either wetlands or uplands) plant community dominated by perennial rye, Mediterranean barley, and Bermuda grass. Other common species include curly dock, toad rush, prickly lettuce, and creeping spikerush (*Eleocharis macrostachya*).

The upland adjacent to these swales is marked by a distinct rise in landscape position, the emergence of a disturbed upland grassland community, and an absence of wetland hydrology and/or hydric soil indicators.

#### *Seasonal Wetlands (SW1 – SW4)*

Gibson and Skordal identified a 0.68-acre (29,735 sq. ft.) seasonal wetland that occurs in a defined depression in the eastern portion of the project site. The wetland sustains long-term ponding conditions that persist for a portion of the growing season before drying up in the late spring. The wetland is hydrologically sustained from adjacent upland grasslands, roads, and

urban development.

In the recent past, SW1 has been augmented by leakage from a broken underground water pipe located immediately to the north of the wetland. Wetland hydrology field indicators include location within a defined depression overlying tight soils, algae matting, and oxidized root channels on live roots. Typical soils are dark gray clay loams and clays with mottles at a depth of 1 to 12 inches.

SW1 supports a mix of wetland plant species commonly associated with seasonal wetland and emergent marsh habitats. The wetland is currently dominated by annual rabbit-foot grass (*Polypogon monspeliensis*) and curly dock. Other common associates include water plantain (*Alisma plantago-aquatica*), dense-flower spike-primrose (*Boisduvalia densiflora*), loosestrife (*Lythrum hyssopifolia*), slender milkweed (*Asclepias fascicularis*), and perennial rye.

The upland adjacent to SW1 is marked by an absence of wetland hydrology and hydric soil indicators, and the emergence of a disturbed grassland community dominated species rated as facultative, facultative upland, or upland.

Three additional seasonal wetlands (SW2 – SW4) were delineated in March 2004 as a result of ongoing hydrology monitoring activities conducted in association with wet season branchiopod surveys at the site. All three of the added seasonal wetlands sustained long term ponding conditions during the winter season. The wetlands were delineated based on the presence of long term ponding conditions and an emerging wetland plant community.

#### *Jurisdictional Status*

The wetlands in the study area either drain into WS1 or are adjacent to WS1. WS1 drains off-site to the south via a culvert out-fall that connects into a drainage canal. Based on this apparent connection, the wetlands on the project site are subject to regulation by the US Army Corps of Engineers under Section 404 of the Clean Water Act.

#### Special Status Species

Gibson & Skordal considered those special status species documented by the California natural Diversity Database (CNDDDB) as occurring in the vicinity of the project site. A records search of the CNDDDB was conducted for the Rio Linda, Citrus Heights, and Sacramento East 7.5 Minute USGS quadrangles to identify all documented sightings of special status species in the vicinity of the project site. In addition to the species identified in the CNDDDB, Gibson & Skordal included other special status species that may have some potential for occurring in the study area based on historical range data and/or the presence of suitable habitat.

A report entitled *Results of Special-Status Plant Surveys on the Jessie Avenue Property Sacramento County, California* was prepared for the project by Miriam Green Associates in September 2004.

#### *Special-Status Plants*

The Special-Status Plant Report indicates that no special-status plants were identified; however, the report also states that the majority of the project site had been disced prior to the surveys, and

that the discing obscured the wetland vegetation and made it almost impossible to determine with certainty whether any of the special-status plants that are known from this region may have been present on the project site.

The report also includes a list of plants that, although not observed on the site, have the potential to occur on the site based on CNDDDB location information, and the habitat present on the site. According to the report, the following special-status plant species have the potential to occur on-site: Big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*), Dwarf downingia (*Downingia pusilla*), Stinkbells (*Fritillaria agrestis*), Boggs Lake hedge hyssop (*Gratiola heterosepala*), Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), Red bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*), Legenere (*Legenere limosa*), Hoary navarretia (*Navarretia ericocephala*), Pincushion navarretia (*Navarretia myersii* spp. *myersii*), and Sanford's arrowhead (*Sagittaria sanfordii*).

#### *Special-Status Wildlife*

##### Swainson's Hawk and Other Raptors

Swainson's hawk (*Buteo swainsoni*) is a raptor species currently listed as threatened in California by CDFG. These hawks typically nest in tall cottonwoods, valley oaks, or willows associated with riparian corridors, grassland, irrigated pasture, and other cropland with a high density of rodents. The Central Valley population typically breeds and nests in late spring through early summer before migrating to Central America and South America for the winter.

Based on CNDDDB sighting records, it is highly likely that the project site occurs within a five-mile to ten-mile radius of active Swainson's hawk nests. Given this, the grassland/pasture habitat of the proposed project site would be considered as potential foraging habitat for Swainson's hawk, as well as other raptors including white-tailed kite, red-tailed hawk, northern harrier, sharp-shinned hawk, and Cooper's hawk. The larger trees on the project site also provide suitable nesting habitat for these raptors. Although no current or formerly utilized raptor nests were observed on the site, Gibson & Skordal (p. 6) indicate that it is reasonable to assume that future raptor nesting may occur at the site based on the presence of suitable nest trees and foraging habitat.

##### Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a ground nesting raptor species that is afforded protection by CDFG as a species of special concern due to potentially declining populations in the Central Valley of California. These owls typically inhabit open grassland habitats where they nest in abandoned ground squirrel burrows and other nesting cavities associated with raised mounds, levees, or soft berm features. Although indication of current or recent nesting activity was not observed, there is suitable foraging habitat and suitable nesting habitat (i.e. ground squirrel burrows) present in the study area.

##### Vernal Pool Branchiopods

Federally listed vernal pool branchiopods, including the threatened vernal pool fairy shrimp (*Branchinecta lylInchi*) and the endangered vernal pool tadpole shrimp (*Lepidurus packardi*) have been documented as occurring in the Rio Linda area. Other non-listed branchiopods known to

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occur in the region include California linderiella (*Linderiella occidentalis*) and midvalley fairy shrimp (*Branchinecta mesovallensis*).

The branchiopod species listed above are generally restricted to vernal pools and/or other seasonally ponded wetlands that sustain inundation during the winter before drying up in the late spring. The seasonal wetlands on the project site provide potential habitat for special-status branchiopods.

#### *Wet Season Sampling*

Gibson & Skordal conducted wet season samples of the on-site vernal pools during the 2004 wet season. Based on the samples, vernal pool fairy shrimp and Californian linderiella were identified in SW 3. The area of SW 3 is approximately 650 square feet.

#### *Dry Season Sampling*

Helm Biological Consulting prepared a report entitled *Dry-Season Sampling for Federally Listed Large Branchiopods at the Jessie Avenue Property, Sacramento County, California* in November 2004. Visual examinations of the soils collected from the basins onsite reveal the presence of at least two species of large branchiopods (*Branchinecta* sp. and *Linderiella occidentalis*) in SW 3 and SW 4.

The California fairy shrimp (*Linderiella occidentalis*) is a fairly common species in the central valley of California and does not have any special-status (e.g., federally or state listed). However, several species within the genus *Branchinecta* are listed as threatened or endangered under the federal Endangered Species Act. Given the morphology of the *Branchinecta* cysts, the location of the project site vicinity, generally types of habitats in which they were found, and the fact that the vernal pool fairy shrimp (*Branchinecta lynchi*) was observed onsite during Gibson and Skordals' wet-season sampling efforts, the cysts most likely belong to the threatened vernal pool fairy shrimp.

#### **Standards of Significance**

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species act (or formally proposed for, or candidates for, listing);

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- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA);

### Answers to Checklist Questions

#### Question A

According to the Jurisdictional Delineation and Special Status Species Evaluation prepared by Gibson & Skordal for the project, there is potential foraging and nesting habitat for special-status raptors including Swainson's hawk, white-tailed kite, northern harrier, and burrowing owl.

In addition, although no special-status plant species were observed, the report entitled *Results of Special-Status Plant Surveys on the Jessie Avenue Property* prepared by Miriam Green Associates in September 2004, indicates that the site had been disced prior to the surveys and that the discing obscured the wetland vegetation and made it almost impossible to determine with certainty whether any of the special-status plants that are known from this region may have been present on the project site. As previously stated, based on CNDDDB search results and consideration of project site habitat the report indicates the potential for the following special-status plant species to occur within the on-site wetlands: Big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*), Dwarf downingia (*Downingia pusilla*), Stinkbells (*Fritillaria agrestis*), Boggs Lake hedge hyssop (*Gratiola heterosepala*), Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), Red bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*), Legenere (*Legenere limosa*), Hoary navarretia (*Navarretia ericocephala*), Pincushion navarretia (*Navarretia myersii* spp. *myersii*), and Sanford's arrowhead (*Sagittaria sanfordii*).

Wet and Dry season sampling was performed within the wetlands identified on the project site. The vernal pool fairy shrimp (*Branchinecta lynchi*) was observed in SW 3 during Gibson and Skordal's wet-season sampling efforts, and cysts, most likely belong to the threatened vernal pool fairy shrimp, were identified in the samples taken from both SW 3 and SW 4 during the dry season by Helm Biological Consulting. The combined area of SW 3 and SW 4 is approximately 940 square feet (0.02 acre). However, it should be noted that the US Army Corps of Engineers have not yet verified the wetland delineation and that the US Fish and Wildlife Service have not issued a biological opinion.

Because the project could result in impacts to potentially occurring special status plant and animal species and habitat, and because threatened vernal pool fairy shrimp have been identified on the project site, the proposed project would result in a *potentially significant* impact. Implementation of the following mitigation measures would reduce impacts to a **less-than-significant** level.

### Mitigation Measures

*Special-Status Plants*

BR-1 Prior to issuance of grading permit, the applicant shall submit a copy of a Botanical Survey Report to the City of Sacramento. The Botanical Surveys shall be conducted by a qualified botanist in April or May to determine presence or absence of the following plants: Big-scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*), Dwarf downingia (*Downingia pusilla*), Stinkbells (*Fritillaria agrestis*), Boggs Lake hedge hyssop (*Gratiola heterosepala*), Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), Red bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*), Legenere (*Legenere limosa*), Hoary navarretia (*Navarretia ericocephala*), Pincushion navarretia (*Navarretia myersii* spp. *myersii*), and Sanford's arrowhead (*Sagittaria sanfordii*). If the Botanical Survey indicates the presence of any of the above-listed special-status plants, then the following additional mitigation measures shall be implemented:

- Prior to issuance of a grading permit, all grading and improvement plans shall indicate that no grading shall occur within 50 feet of wetlands occupied by these species until the applicant provides the City of Sacramento a copy of a mitigation plan approved by the Department of Fish and Game. The mitigation plan shall require documentation of the translocation of the plants to a wetland mitigation site approved by DFG.
- If take of Boggs lake hedge hyssop will occur, the applicant shall provide evidence to the City of Sacramento that compensatory mitigation has been implemented in accordance with an Incidental Take Permit issued by DFG.
- Implement BR-7.

*Burrowing Owl*

BR-2a. Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.

- 2b If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.
- 2c If destruction of occupied burrows is unavoidable, the applicant shall coordinate with CDFG to identify existing suitable burrows located on protected land to be enhanced or new burrows will be created by installing artificial burrows at a ratio of 2:1.
- 2d If owls must be relocated away from the site the applicant shall coordinate with CDFG to relocate the owls using passive relocation techniques (as described in the CDFG's October 17, 1995, Staff Report on burrowing owl mitigation, or latest version).

- 2e If avoidance is the preferred method of mitigating potential project impacts, then no disturbance shall occur within 160 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season (February 1 through August 31).

*Swainson's Hawk*

BR-3a. Prior to issuance of a grading permit, a pre-construction survey shall be completed by a qualified biologist, within 30 days prior to construction, to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), using experienced Swainson's hawk surveyors.

- 3b. If breeding Swainson's hawks (i.e. exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g. heavy equipment operation associated with construction) shall occur within ½ mile of an active nest between March 15 and September 15, or until a qualified biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within ¼ mile of existing urban development, the no new disturbance zone can be limited to the ¼ mile versus the ½ mile.

- 3c. If construction or other project related activities which may cause nest abandonment or forced fledgling are proposed within the ¼ mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and Game approved raptor biologist will be required. Exact implementation of this measure will be based on specific site conditions.

BR-4. Prior to issuance of grading permits, the project applicant shall be required to purchase compensatory Swainson's hawk foraging habitat credits for each developed acre, at a ratio of 0.5:1, from an approved mitigation bank, or develop other arrangements acceptable to and approved by the CDFG.

*Other Raptors*

BR-5a Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable raptor nesting habitat within the project site within 30 days prior to construction. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no raptor nests are located, then no further mitigation is required.

- 5b If nests are found, then a qualified biologist will establish an avoidance area around each raptor nest site a minimum of 500 feet from the nearest construction activity. If the establishment of an avoidance area for a nest is not possible, then DFG shall be consulted. If DFG determines that avoidance is still infeasible, the applicant shall not initiate construction until a qualified biologist has determined that the young have fledged.

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In addition, the applicant shall implement any additional measures indicated during consultation with DFG.

*Vernal Pool Branchiopods*

BR-6 Prior to issuance of grading permit, the applicant shall provide proof that either fee payment has been made to the US Fish and Wildlife Service's vernal pool species fund, or that vernal pool credits have been purchased from a Sacramento County mitigation bank , as follows:

- One creation credit shall be purchased for every acre of vernal pool habitat (1:1 ratio) that is determined by the USFWS to be habitat for the listed branchiopods; and
- Two preservation credits shall be purchased for every acre of vernal pool habitat disturbed (2:1 ratio), as determined by the USFWS.

The credits shall be purchased only after the US Army Corps of Engineers has provided verification of the wetland delineation, and the US Fish and Wildlife Service has provided a biological opinion.

**Question B**

The City protects "Heritage Trees." There are a number of trees located on the project site. The City Arborist has visited the project site and determined that, based upon the current structure and species of the existing trees, they may be removed or saved at the developer's discretion, and, therefore, there are no Heritage Trees on the site. City street trees would not be affected by the proposed project. Therefore, it is anticipated that impacts to locally designated species will remain ***less-than-significant***.

**Question C**

The *Jessie Avenue Property Jurisdictional Delineation and Special Status Species Evaluation* prepared specifically for the project by Gibson & Skordal, indicates that a total of 1.16 acres of wetlands, including 0.93 acres of seasonal wetlands and 0.23 acres of wet swales are located on the site, and that these wetlands are subject to Section 404 regulation by the US Army Corps of Engineers. Therefore, the proposed project would result in a ***potentially significant*** impact related wetlands.

**Mitigation Measures**

BR-7 Prior to issuance of a grading permit, the Building Department shall verify that all grading and improvement plans state: "It is the Contractor's responsibility to comply with all applicable state and federal laws and regulations including the Federal Endangered Species Act and Clean Water Act. The City Grading Permit does not authorize Contractor to conduct activities not permitted by applicable State and federal laws in areas subject to State and federal jurisdiction."

BR-8 Prior to issuance of a grading permit, the project applicant shall submit a wetland mitigation and monitoring plan to the City. The mitigation and monitoring plan shall meet the following requirements:

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- The mitigation plan shall be prepared in accordance with the requirements of the Corps of Engineers
  - The mitigation plan shall indicate that the applicant shall either purchase one seasonal wetland credit at a Corps-approved mitigation bank for each acre of seasonal wetland habitat disturbed (1:1 ratio), as indicated on the wetland delineation verified by the US Army Corps of Engineers, or the applicant shall construct a minimum of 1 acre of seasonal wetland habitat for each acre of seasonal wetland habitat disturbed (minimum 1:1 ratio). The specific acreage of habitat to be constructed must be determined by the US Army Corps of Engineers.
  - A copy of the bill of sale for the purchase of wetland mitigation credits shall be submitted to the City.
- BR-9 Prior to issuance of a grading permit the Building Department shall ensure that the grading plan indicates that no construction activities shall occur within 50 feet of any swale, seasonal wetland, or vernal pool (indicated on the wetland delineation verified by the US Army Corps of Engineers) until the applicant provides the City of Sacramento with documentation that the applicant has satisfied the mitigation plan through the construction of wetlands or a bill of sale for the purchase of mitigation credits. In addition, the grading plan shall require temporary fencing to be installed around the 50-foot buffer to exclude construction equipment until the applicant provides the City of Sacramento with documentation that the applicant has satisfied the mitigation plan through the construction of wetlands, or a bill of sale for the purchase of mitigation credits.
- BR-10 Prior to issuance of grading permits, the Building Department shall verify that the Stormwater Pollution Prevention Plan (SWPPP) for the project indicates the location of the wetlands (consistent with the wetland delineation verified by the US Army Corps of Engineers), including the 50-foot buffer, and includes water quality control measures to prevent any discharge of construction-related pollutants or sediment into the identified wetlands.

### **Findings**

With the incorporation of the mitigation measures listed above, the proposed project would not result in significant impacts to biological resources.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>8. ENERGY</b>			
<i>Would the proposal result in impacts to:</i>			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

**Environmental Setting**

Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Not all areas are currently provided with gas service. PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

The Sacramento Municipal Utility District (SMUD) supplies electricity to the City of Sacramento. SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

**Standards of Significance**

*Gas Service.* A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

*Electrical Services.* A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

**Answers to Checklist Questions**

**Questions A – C**

The project would consume fossil fuels during construction. All construction equipment would be maintained and tuned at the interval recommended by the manufacturers to ensure efficient use of fuel. In addition, the project would consume energy during operation. The project site is surrounded by residential uses, which are currently served by existing energy providers.

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Furthermore, the proposed project would result in a decrease in the density anticipated for the site in the SGPU and the NSCP and, therefore, would result in less demand for energy. Consequently, the project's impact to energy sources is expected to be ***less-than-significant***.

**Mitigation Measures**

No mitigation measures are required.

**Findings**

The project would not result in impacts to energy resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>9. HAZARDS</b>			
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			✓
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?			✓
D) Exposure of people to existing sources of potential health hazards?			✓
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

**Environmental Setting**

The proposed project site consists of vacant, disturbed land, which is surrounded by existing residential development with Interstate 80 located immediately south of the site.

A Phase I Environmental Site Assessment (ESA) was prepared specifically for the proposed project by Soil Search Engineering in October 2004. Soil Search Engineering conducted a field reconnaissance of the project site and the surrounding area, reviewed the regulatory agencies' records, and interviewed regulatory officials and other individuals to obtain information concerning the known and potential use, storage, disposal, and release of hazardous materials at the project site.

The Phase I ESA (p. 9) indicates that no evidence of recognized environmental conditions was found on the project site.

### **Standards of Significance**

For the purposes of this document, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities; or
- expose people (e.g., residents, pedestrians, construction workers) to increase fire hazards.

### **Answers to Checklist Questions**

#### **Questions A, C & D**

As stated above, the Phase 1 ESA indicates that the proposed project site does not contain evidence of recognized hazardous environmental conditions (p. 9). Therefore, neither the construction nor operation of the proposed project would result in the release of hazardous substances or the exposure of people to existing sources of potential health hazards.

The project proposes the development of a residential subdivision and neighborhood park. These land uses are not anticipated to create or use substantial amounts of materials that could result in the creation of significant health hazards.

The proposed land uses would use pesticides, fuels, and household chemicals associated with residences and landscaping; however, the amounts of the substances would be relatively minor. The use of each of the substances would be required to comply with all applicable regulations that ensure minimal risk with the use of the substances.

For these reasons, it is not anticipated that the project would result in a release of potentially hazardous materials, would not create a hazard, or expose people to a hazard. Consequently, impacts are anticipated to be ***less-than-significant***.

#### **Question B**

The proposed site plan has been reviewed for adequacy by the Fire District. Recommendations by the District were incorporated into the site design. Therefore, because the proposed project complies with recommendations made by the Fire District, the proposed project would result in a ***less-than-significant*** impact associated with interference with an emergency evacuation plan.

**Questions E**

The project site currently consists of vacant, disced land. Undeveloped, the project site would continue to grow vegetation, which can become a fire hazard. Development of the project site would eliminate the growth of fire-prone vegetation on the site and thereby would reduce the potential for increased fire hazard. Therefore, impacts associated with fire hazards are considered to be ***less-than-significant***.

**Mitigation Measures**

No mitigation is required.

**Findings**

The proposed project would result in less-than-significant impacts regarding hazards.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>10. <u>NOISE</u></b>			
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term		✓ ✓	
B) Exposure of people to severe noise levels? Short-term Long Term		✓ ✓	

**Environmental Setting**

The proposed Jessie Avenue Subdivision is located adjacent to Interstate Highway 80 (I-80), May Street, and Jessie Avenue. A City of Sacramento sump facility (Sump 144) is located at the south project boundary. Traffic on I-80 and the operation of pumps at Sump 144 are considered to be substantial noise sources which may affect the design of the project. As it passes by the project site, I-80 is depressed along the east portion of the site, at grade at approximately the midpoint of the site, and elevated at the west portion of the site.

Brown-Buntin Associates, Inc. (BBA) prepared a document entitled "Environmental Noise Analysis, Jessie Avenue Subdivision" (revised May 12, 2006) to determine whether the noise sources would

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cause the noise levels at the project site to exceed the City of Sacramento exterior and interior noise level standards.

To describe the characteristics of the roadway noise affecting the project site, BBA performed continuous and short-term noise level measurements on the project site on February 19-21, 2003.

A concurrent count of traffic on I-80 was also made during the short-term noise level measurement. Short-term noise level measurements were made with the microphones at 5 and at 15 feet above the ground to represent first and second story noise level conditions. The purpose of the short-term noise level measurements was to determine the accuracy of the FHWA model. Table N-1 shows the measured traffic noise levels compared with the predicted noise levels.

Roadway	Vehicle Count During Measurement (15 mins)			Posted Speed, mph	Distance, ft	Measured L <sub>eq</sub> dB*	Predicted L <sub>eq</sub> dB**	Offset, dB
	Autos	Med. Truck	Heavy Truck					
I-80	2,107	38	97	65	165	72.9	74.0	-1.1
<small>* Measured at 5 feet above ground. At 15 feet, the measured Leq was 75.6 dB.  ** A soft site was assumed.</small>								
<small>Source: Brown Buntin Associates, 2006.</small>								

The measured average traffic noise level was 1.1 dB lower than the predicted noise level. This is due to shielding as a result of the roadway being below grade near the underpass at the southeast area of the project site. Therefore a correction of -1 dB was applied to the FHWA model for traffic noise level predictions on the east portion of the project site.

The traffic noise level at 15 feet above ground was measured at 75.6 dB. This level is 2.7 dB higher than measured at a height of 5 feet. The difference is due to the fact that there is less ground absorption of sound because the microphone is raised. BBA has found that the noise level at an elevated receiver is typically higher than the noise level at 5 feet above ground, as shown by the data in Table N-1. A +3 dB correction was applied to the upper floor exterior noise level predictions at all locations on the site.

To determine the effect of the elevated roadway on measured noise levels, which affects noise exposures on the west portion of the site, BBA used data recently collected for a project that is located on the opposite side of I-80. The data contain noise level measurements for different transects of the property relative to the elevated roadway, with concurrent traffic counts. Based upon those data, the noise levels at the first floor receivers would be 9 dB lower than the levels predicted using the FHWA model, for receivers approximately 400 feet away from the centerline of the roadway. This correction factor was applied to the western portion of the project site.

The future average daily traffic volume for I-80 was taken from the EIR for the City of Sacramento General Plan. Assumptions for medium and heavy truck traffic mix were derived from Caltrans data for the year 2001. Based upon the continuous noise level measurements, the day/night

distribution of traffic noise was calculated to be 76% and 24%, respectively. The FHWA model inputs are shown in Table N-2.

<b>Table N-2 FHWA Model Inputs</b>						
<b>ADT</b>	<b>Traffic Distribution</b>		<b>Truck Mix</b>		<b>Assumed Speed (mph)</b>	<b>Distance to Centerline, feet</b>
	<b>Day</b>	<b>Night</b>	<b>Medium</b>	<b>Heavy</b>		
164,000	76%	24%	2.8%	5.8%	65	165
Source: Brown Buntin Associates, 2006.						

### Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project, which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential backyards it is 60 dB Ldn, and for residential interior it is 45 dB Ldn;
- Residential interior noise levels of 45 Ldn or greater caused by noise level increases due to the project; and
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance.

Construction-generated sound is exempt from limits if construction activities take place between the hours of 7:00 a.m. and 6:00 p.m. Monday-Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays as specified in Section 8.68.080 of the City of Sacramento Noise Ordinance.

### Answers to Checklist Questions

#### Questions A and B

##### *Traffic Noise*

The receivers considered for this analysis are the residential lots adjacent to I-80. The following lots are shielded by the elevated roadway: Lots 110, 113, 114, 117, 118, 121, 122, 125 and 142. Lots 8, 11, 12, 15, 18 and 19 are considered for this analysis to be essentially at grade with the freeway. Based on the site plan dated May 2, 2006, BBA calculated the distances to the outdoor activity areas for representative lots along I-80. Lots 96, 97, 108 and 109 were assumed to be oriented so the houses faced the freeway, with the back yards being shielded by the houses. It was assumed that all other houses adjacent to I-80 would be oriented so the outdoor activity of the house was exposed to noise from the freeway

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Table N-3 shows the traffic noise levels predicted on the lots adjacent to the freeway. As indicated by the table, the predicted exterior noise levels exceed the noise level standard of 60 dB Ldn.

<b>Table N-3 Predicted Traffic Noise Levels at Nearest Building Facades</b>			
<b>Lot Number(s)</b>	<b>Distance to I-80 Centerline, feet</b>	<b>Ldn, dB</b>	
		<b>First Floor</b>	<b>Upper Floors</b>
1	580	69.1	72.1
2	535	69.6	72.7
3	490	70.2	73.2
4	440	70.9	73.9
5	330	72.8	75.8
6	280	73.8	76.8
7	235	75.0	78.0
8	181	76.7	79.7
11, 12, 15, 18, 19	225	75.3	78.3
96, 97, 108, 109	238	74.9	77.9
110, 113, 114	259	66.4	69.4
117, 118	282	65.8	68.8
121, 122, 125	303	65.4	68.4
142	197	68.2	71.2
Source: Brown Buntin Associates, 2006.			

*Sump 144 Noise*

There is an existing sump pumping station near the southwest property line of the project site, operated by the City of Sacramento. The sump station utilizes only electrically-driven pumps. Furthermore, since the sump station is in close proximity to I-80, noise due to traffic on I-80 is likely to be dominant over the sump station operational noise.

**Analysis of Noise Reduction Measures**

*Exterior Traffic Noise*

Avoidance

BBA reviewed options for mitigation measures for noise due to traffic on I-80. These options include setbacks and noise barrier designs. A setback of backyards to about 2,300 feet from the roadway centerline is required to achieve the 60 dB L<sub>dn</sub> standard. Consequently, avoidance is not feasible.

Noise Barriers

BBA performed a noise barrier analysis using the FHWA methodology to determine the barrier heights required to achieve the 60 dB L<sub>dn</sub> standard. For this project, an additional objective of achieving an exterior noise level of 65 dB L<sub>dn</sub> was established to determine the overall feasibility of a noise barrier as a noise mitigation measure for the lots that are not shielded by the elevated roadway. Table N-4 shows the results of the barrier analysis.

<b>Table N-4 Noise Barrier Analysis</b>			
<b>Lots</b>	<b>Receiver Location</b>	<b>Required Barrier Heights to Achieve Exterior Noise Levels (feet)</b>	
		<b>60 dB L<sub>dn</sub></b>	<b>65 dB L<sub>dn</sub></b>
1	Back Yard*	7.5**	7.5**
2	Back Yard*	9.5	7.5**
3	Back Yard*	10.5	7**
4	Back Yard*	12.5	7**
5	Back Yard*	15.5	6.5**
6	Back Yard*	17	6.5**
7	Back Yard*	17.5	9
8	Back Yard*	20	12
11, 12, 15, 18, 19	Back Yard	>20	14
96, 97, 108, 109	Back Yard	>20	14
<p>* Predicted noise level includes -3 dB correction to account for shielding of back yard from I-80 noise from the east due to house.  ** Minimum height required to block line of sight to all sources.</p>			

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Source: Brown Buntin Associates, 2006.

An exterior noise level of 65 dB  $L_{dn}$  would be achieved at all unshielded outdoor activity areas of the lots listed above by providing a 14-foot high noise barrier located at the south project boundary between lot 8 and lot 109. Due to the height of the wall, it would not be practical to achieve the 60 dB  $L_{dn}$  standard at any of the back yards of the lots facing the freeway.

The 14-foot barrier height required to achieve 65 dB  $L_{dn}$  for lots 11, 12, 15, 18, 19, 96, 97, 108 and 109 would provide a back yard noise level of 60 to 65 dB  $L_{dn}$  at lots 1-8.

Lots 110, 113, 114, 117, 118, 121, 122, 125, and 142 are exposed to noise from traffic that is on an elevated roadway. Where the roadway is elevated, the property line noise barrier would not be as effective, as the barrier may not intersect the line of sight from the traffic noise sources to the receiver. However, the traffic noise level would be reduced by the fact that the roadway surface becomes less visible as the roadway elevation increases. The worst-case exterior noise level at lot 142 would be about 68.2 dB  $L_{dn}$  at the first floor façade, regardless of whether a traffic noise barrier was present.

It is not practical to provide a barrier for Lot 142 because the freeway is elevated, and the noise source is very high relative to the project site. A traffic noise level of 65 dB  $L_{dn}$  would be attained at Lot 144, which is set back an additional 110 feet from the freeway.

At the west end of the subdivision, marked by lot 142, the freeway barrier is not expected to be particularly effective in reducing freeway traffic noise, since the freeway is elevated at that point. Instead, a barrier should be provided to prevent noise intrusion by operation of the Sump 144 pumps. In addition, the back yards of lot 142 and its neighbors are at an obtuse angle to the roadway so that some shielding is provided by the reduced exposure and by neighboring houses. For these reasons, no barrier extension is required at the west end of the subdivision.

The SGPU states (Figure 3, p. 8-7) that in order to be “Conditionally Acceptable” new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Because alteration of the project site design could feasibly reduce noise levels at certain lots to below the Normally Acceptable (60 dB) Exterior Noise Threshold, while simultaneously reducing the required height of the sound wall, an alternative site design is being required as a Condition of Approval. It should be noted that the alternative site design would not reduce lots 1 – 8 to below 60 dB, although the sound wall, included as mitigation, would reduce the noise at the backyards of lots 1 – 8 to a level below 65 dB, which is considered “Conditionally Acceptable.”

The City of Sacramento recommends a Condition of Approval of the Special Permit that would require the “functional backyard” of the residences to be located on the north side of the lot (with the house providing shielding from freeway noise). This requirement would apply to lots 8, 11, 12, 15, 16, 19, 96, 97, 108, 109, and lots 142 and 143. For this condition, the houses would be designed so that the resident could easily gain access to the side yard as an outdoor activity area. The houses would therefore provide substantial shielding from traffic noise for persons using the side yard outdoor activity area. Typically the amount of shielding provided by such a design is in the range of 10 decibels or more. The side yard would also be located farther from the freeway

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than the back yard, so there would be additional noise reduction due to the increased distance.

Table N-5 shows the results of the property line barrier analysis as applied to the side yards of the lots involved in the alternative design. These calculations assume that the noise level at the receiver would be reduced by 10 dB by the shielding provided by the house.

<b>Table N-5 Noise Barrier Analysis Alternate Site Design</b>			
<b>Lots</b>	<b>Receiver Location</b>	<b>Required I-80 Barrier Heights to Achieve Noise Levels</b>	
		<b>60 dB L<sub>dn</sub></b>	<b>65 dB L<sub>dn</sub></b>
8	Side Yard – Shielded by House	7	5.5*
11, 12, 15, 16, 19	Side Yard – Shielded by House	6*	6*
96, 97, 108, 109	Side Yard – Shielded by House	6*	6*
142 and 143	Side Yard – Shielded by House	I-80 barrier has no effect	
* Minimum height required to block line of sight to all sources.			
Source: Brown Buntin Associates, 2006.			

The barrier analysis indicates that a freeway barrier height of 7 feet would be sufficient to achieve the 60 dB L<sub>dn</sub> standard at the shielded side yard for lot 8, and that a freeway barrier height of 6 feet would be sufficient to achieve the 60 dB L<sub>dn</sub> standard at the shielded side yards for lots 11, 12, 15, 16 and 19.

The recommended freeway barrier configuration for the alternate site design would be a barrier height of 9 feet, which would provide an exterior noise level of 65 dB L<sub>dn</sub> or less at lots 1-7 (See Table N-4), and 60 dB L<sub>dn</sub> or less at the remaining lots.

*Exterior Sump 144 Noise*

To ensure that the potential noise impact from the operation of Sump 144 is mitigated, the barrier should enclose the Sump 144 lot, and should be maintained at a height of at least 8 feet above pad elevation.

### *Interior Noise Levels*

To judge compliance with the 45 dB Ldn interior noise level standard for residential development, it is necessary to determine the noise reduction provided by the building facade.

Typical facade designs and constructions in accordance with prevailing industry practices would result in an exterior to interior noise attenuation of 20 to 25 dB with windows closed, depending upon the materials used for facade construction. Therefore, standard construction methods can be expected to achieve the interior noise level standard of 45 dB Ldn, provided that the exterior noise level does not exceed 65 dB Ldn.

In this case, the predicted future traffic noise levels at the first-floor building facades facing I-80 range from 65.4 dB to 76.7 dB Ldn, as shown by Table N-3. Second-floor facades would be exposed to noise levels about 3 dB higher, also indicated by Table N-3.

Given the predicted noise levels, building facade design and construction in accordance with prevailing industry practices would not be expected to provide adequate noise attenuation to comply with the interior noise level standard of 45 dB Ldn, especially for the lots between lots 8, 11, 12, 14, 16, 19, 96, 97, 108, and 109.

BBA prepared a transmission loss analysis for the first- and second-floor habitable rooms. BBA assumes a 3 dB reduction in the exterior traffic noise level at perpendicular facades due to shielding.

Table N-6 shows the results of the analysis. The analysis assumed that the exterior building walls were faced with stucco or brick, and that the windows were acoustically rated with a Sound Transmission Class (STC) rating of at least 40. Energy-conserving construction practices were also assumed to be employed, in accordance with current building codes. Based upon these assumptions and the calculations, the proposed building designs for the proposed project would satisfy the interior traffic noise standard of 45 dB Ldn if placed on lots adjacent to the freeway.

<b>Table N-6 Predicted Interior Noise Levels for Lots Adjacent to I-80</b>						
<b>Building Plan</b>	<b>Room</b>	<b>Traffic Noise Level, dB Ldn</b>				<b>Noise Level Reduction, dB</b>
		<b>Parallel Façade</b>	<b>Perpendicular Façade</b>	<b>Total</b>	<b>Exterior</b>	
B	Living Room	41.3	39.5	43.5	77	33.5
	Bedroom 3	40.5	35.4	41.7	77	35.3
	Bedroom 2	40.7	40.1	43.4	80	36.6
	Master Bdrm	41.1	38.9	43.1	80	36.9
	Computer Loft	42.4	38.6	43.9	80	36.1
B Alternate	Living Room	40.5	38.4	42.6	77	34.4
	Bedroom 3	40.5	35.4	41.7	77	35.3
	Master Bdrm	41.9	38.1	43.4	80	36.6
	Bedroom 2	43.3	36.7	44.2	80	35.8

Source: Brown Buntin Associates, 2006.

*Construction Noise*

The proposed project may temporarily increase noise in the area due to construction activities. However, the City of Sacramento Noise Ordinance exempts construction-related noise taking place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. Therefore, because increases in ambient noise levels resulting from construction activities would be temporary, and would be required to comply with the City’s Noise Ordinance, the impact would not be considered significant.

*Conclusion*

Development of the proposed project would expose sensitive receptors to exterior noise levels associated with traffic and Sump 144, which are in excess of the City’s threshold for normally acceptable exterior noise levels (60 dB). In addition, the interior noise level threshold of 45 dB would also be exceeded. Therefore, the proposed project would result in a *potentially significant* impact. However, implementation of the following mitigation measures, in addition to the required conditions of approval (Alternate Site Design), would reduce the impacts to a **less-than-significant** level.

**Mitigation Measures**

- N-1 Prior to issuance of occupancy permits, a traffic noise barrier shall be constructed along the full length of the south property line. The barrier height shall be 9 feet above pad elevation from the east end of the project site to a point aligned with the west end of lot 19. Moving to the west from that point, the barrier height shall step down at equal intervals to a height of 8 feet above the adjoining pad elevation. The barrier shall enclose the north side of the Sump 144 lot.

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N-2 The Building Department shall verify that the building plans for units on lots 1-8, 11, 12, 15, 18, 19, 96, 97, 108, 109, 110, 113, 114, 117, 118, 121, 122, 125, and 142 contain the following measures:

- Exterior walls facing I-80 must be finished with stucco or brick siding.
- Windows on the facades of the homes on lots 5-8, 11, 12, 15, 18, 19, 96, 97, 108, 109, 110, 113, 114, 117, 118, 121, 122, 125, and 142 that have a line of sight to I-80 must have an STC rating of at least 40. Windows on the facades of the homes on Lots 1-4 that have a line of sight to I-80 must have an STC rating of at least 35.
- Air conditioning or other suitable mechanical ventilation must be provided to allow residents to close windows for the desired acoustical isolation.

**Findings**

With implementation of mitigation measures, the proposed project would result in less-than-significant impacts related to noise.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>11. <u>PUBLIC SERVICES</u></b> <i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

**Environmental Setting**

The nearest fire stations to the proposed project site are, in no particular order, Station No. 15 located at 1591 Newborough, Station No. 17 located at 1311 Bell Avenue, Station No. 18 located at 746 North Market Boulevard, Station No. 20 located at 300 Arden Way, and Station No. 30 located at 1901 Club Center Drive in North Natomas.

The area is served by the Sacramento City Police Department. The William J. Kinney Police

Facility is located less than 1 mile southeast of the site at 3550 Marysville Boulevard.

The proposed project site is within the Robla School District and Grant Joint Union School District.

### **Standards of Significance**

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services; the construction of which could cause significant environmental effects.

### **Answers to Checklist Questions**

#### **Questions A – E**

The City's General Fund and other special collections such as Measure G, state school funds and developer fees provide the financial support to achieve basic safety, school, library and park services. Police/fire personnel, schools, libraries, and parks provide a wide range of services that are affected by population increases.

#### Fire Protection

Implementation of the project would result in an increase in the demand for fire protection and emergency services. However, the proposed project is required to incorporate design features identified in the Uniform Building Code and the Uniform Fire Code. The Fire Department is given the opportunity to review and comment on the design of any proposed project that could affect fire safety. The incorporation of fire safety measures required by the Uniform Building Code and the Uniform Fire Code, as well as City permitting requirements, are expected to reduce any physical fire safety impacts associated with the project to a level of insignificance.

In addition, although the project requires a General Plan Amendment, Community Plan Amendment, the proposed project would not change the land use type (i.e. residential to commercial) designated for the site, and the proposed project density is less than the density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create less demand for fire protection services than anticipated in the SGPU Community Plan.

#### Police

The City of Sacramento Police Department provides police protection services within the City of Sacramento. The Department takes an active role in crime prevention through the Crime Prevention through Environmental Design Program. This program requires new development to coordinate with the Community Resources Division of the Police Department to facilitate public safety through appropriate design of new residential developments. The incorporation of City permitting requirements and Crime Prevention through Environmental Design Program are expected to reduce any physical public safety impacts associated with the project to a level of insignificance.

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In addition, although the project requires a General Plan Amendment, Community Plan Amendment, the proposed project would not change the land use type (i.e. residential to commercial) designated for the site, and the proposed project density is less than the density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create less demand for police services than anticipated in the SGPU and Community Plan.

### Schools

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential building space.

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provide a comprehensive school facilities financing and reform program. Provisions of SB 50 prohibit local agencies from denying legislative land use approvals on the basis that school facilities are inadequate. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions will remain in place as long as subsequent state bonds are approved and available.

Development of the proposed project would be required to pay school impact fees to compensate for the impacts of the residential development on local school capacity in order to maintain adequate classroom seating and facilities standards. Pursuant to SB 50, payment of fees to the School Districts is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance standards for schools. Thus, although the proposed project would add students, the project would pay development fees to the school districts, which is considered full mitigation for project impacts under SB 50.

### Conclusion

Although the proposed project includes amendments to the SGPU and NSCP, the project would be developed at a lower density than allowed under the current SGPU designation and Community Plan designation, and would therefore result in less demand on public services than anticipated in the SGPU. Furthermore, the proposed project would be required to meet UBC and Fire Safety Code Regulations, and would also be required to incorporate the safety measures included in City permitting requirements. In addition, both the Fire Department and Police Department are included in review of the design of new development projects. Payment of school impact fees, pursuant to SB 50, would be considered full mitigation for impacts to schools. Therefore, the proposed project would result in a ***less-than-significant*** impact to public services.

### **Mitigation Measures**

No mitigation is required.

### **Findings**

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The proposed project would result in less-than-significant impacts to public services.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>12. UTILITIES</b> <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

**Environmental Setting**

*Communications Systems.* The project site does not contain radio, radar, or microwave transmission facilities.

*Water.* The City of Sacramento is identified as the water supplier for the proposed project. The project is within the City's Water Service Area. The City of Sacramento obtains water from three sources: the American River, the Sacramento River, and groundwater wells. Treated water is currently produced at two water treatment plants: the Fairbairn Water Treatment Plan (WTP) on the American River, and the Sacramento WTP on the Sacramento River.

- **Surface Water Rights:** According to the City's Urban Water Management Plan (UWMP) (p. 3-1), the City holds an annual surface water entitlement of 81,000 acre-feet from the Sacramento River, and, ultimately, 245,000 acre-feet from the American River. The total annual diversion allowed by the City's four American River permits is 245,000 acre-feet at buildout of these entitlements in the year 2030. Therefore, the maximum total combined water supply from both the Sacramento and American River by the year 2030 is 326,800 acre-feet, as shown in Table U-1, below.

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<b>Year</b>	<b>Authorized Surface Water Use (acre-feet/year)</b>
2010	227,500
2016	257,500
2020	278,000
2030	326,800
Source: UWMP 2000 (p. 3-1)	

- **Groundwater Sources:** According to the UWMP (p. 3-2), about 15 percent (24,000 af/y) of the City's water demand is currently met through groundwater wells. The estimated safe yield of the groundwater basin underlying the American River POU is between 55,000 and 80,000 acre-feet, which is two to three times the City's recent historical usage.

The groundwater is generally of good quality. The City focuses on surface water and minimizes reliance on groundwater to avoid water quality problems and reduce the City's contribution to possible groundwater overdraft conditions.

Currently, a 6" water main exists within May Street, located adjacent to the site, and an 8" water main exists within Jessie Avenue, also located adjacent to the site. In addition, a 12" water main exists within Dry Creek Road adjacent to the site on the east.

*Stormwater Drainage.* The project site is within Drainage Shed 144, which flows to Sump 144, located directly south of the project site, just north of I-80 at the extension of May Street. Currently, a 30" underground drainage line is located within the May Street right-of-way, north of Jessie Avenue, and a 72" drainage line also exists within the Dry Creek Road right-of-way, east of the site, and turns to the west in the Jessie Avenue right of way, through the site. These drainage lines both connect to an existing 84" line at the junction structure, located at the intersection of Jessie Avenue and May Street. The 84" line travels south, transecting the site, and then turns to the west and travels along the southern property boundary. The 84" line then connects to Sump 144, located at the southern property boundary.

Currently, drainage on the project site generally occurs via surface flows into existing natural drainage swales and ditches on the site (including historic Verano Creek). These drainage swales and ditches generally flow southwest across the site to Sump 144 and into the North I-80 Drainage Canal, which is concrete-lined and located directly south of the project site within the Interstate 80 right-of-way.

*Sewage.* Sanitary sewer service is available to North Sacramento. The Sacramento Regional County Sanitation District (SRCSD) is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts operate the systems that transport less than 10 million gallons of waste flow daily. This portion of the City is served by the City Utilities Department, although treatment is provided by SRCSD.

An 8" Sanitary Sewer line exists within the May Street right-of-way and terminates at the street's intersection with Blaine Avenue, which is over 300 feet north of the project site. An additional 8" Sewer line exists within the Dry Creek Road right-of-way and terminates approximately 100 feet

north of the project site.

*Solid Waste.* Solid waste transport within the City of Sacramento is generally provided by private contractors; consequently, disposal of solid waste occurs at a number of locations. However, typically, disposal of solid waste occurs either at Kiefer Landfill, operated by the County of Sacramento Public Works Department, or it is sent to the Sacramento Recycling and Transfer Station, which then transfers the solid waste to Lockwood, Nevada. According to Doug Kobold, Solid Waste Planner for Sacramento Region Solid Waste Authority, Kiefer Landfill has capacity until 2035 at the current throughput. According to Mike Root, Program Analyst for City's Solid Waste Division, the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, these two landfills are not capacity constrained.

The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter.

### **Standards of Significance**

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate storm water that would exceed the capacity of the storm water system.
- Result in a determination by the wastewater collection and treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to existing commitments.

### **Answers to Checklist Questions**

#### **Question A**

The proposed project would not exceed the height restriction specified in the Zoning Ordinance for structures within the proposed R-1A zone. Therefore, the proposed project would not interfere with microwave, radar, or radio transmissions, and the proposed project would result in a ***less-than-significant*** impact.

#### **Questions B and C**

##### *Water Supply*

Based on the figures presented in the City's UWMP, Sacramento's water supply is sufficient through Year 2030. See Table U-2 for a summary of the City's water rights and projected water use 2020.

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Table U-2 illustrates the City's ability to meet foreseen water and indicates that the City of Sacramento has sufficient water rights and the infrastructure to deliver water in normal, single-dry, and multiple-dry years. According to the UWMP (p. 4-10) the City has not needed to explore other water supply options because the City's water sources are not subject to cutbacks, and the City's entitlements are more than sufficient to meet projected future demands.

<b>U-2 City of Sacramento Water Rights and Projected Water Use</b>		
<b>Year</b>	<b>Authorized Surface Water Used (acre feet)</b>	<b>Projected Water Use (acre-feet)<sup>a</sup></b>
2000	183,500	136,776 <sup>b</sup>
2005	205,500	150,198 <sup>b</sup>
2010	227,500	163,123 <sup>b</sup>
2016	257,500	172,824 <sup>b</sup>
2020	278,000	175,819 <sup>b</sup>
2030	326,800	189,984 <sup>b</sup>
<sup>a</sup> Does not include normalization and conservation adjustments <sup>b</sup> Does not include water supplied to additional customers outside of service area  Source: UWMP, 2001 (p. 4-10)		

Build-out demand for the project site, in accordance with current General Plan designation, is assumed in the current UWMP. The UWMP (p. 4-5) indicates that the single-family water use factor of 606 gallons/account/day was used to calculate water use (consistent with the factor used in the Water Forum). Assuming 1 account per residence, an estimate of build-out demand for the proposed project (184 units) would be 111,504 gallons per day (124.8 acre-feet/year). Therefore the project is well-below the threshold of 10 million gallons per day.

<b>Table U-3 Water Demand for Proposed Project</b>				
<b>Land Use Type</b>	<b>Units</b>	<b>Consumption Factor</b>	<b>Consumption</b>	<b>Consumption (af/y)</b>
Residential –Low Density	184	606 gpd/unit	111,504 gpd	124.8 af/y

*Water Distribution*

The proposed project would be required to connect to the City's water distribution systems. The water mains to be constructed to serve this site would connect to the 12" water main within Dry Creek Road, as well as the 8" water main within Jessie Avenue. Both of these connections would be made at the project site and would not require extension of lines. All connections to the City's utility system are required to be designed and installed to the satisfaction of the City's Department of Utilities. In addition, the Department of Utilities has indicated that the water mains in Dry Creek Road and Jessie Avenue have capacity to serve the proposed project.

### *Conclusion*

The City has sufficient supply to serve the project. Water rights assume treated water. In addition, the project is required to comply with the City's ordinances and conditions of approval for connection to the existing water facilities. Therefore, the project impacts to the City's water supply, treatment, and distribution are anticipated to be ***less-than-significant***.

### **Question D**

The proposed project includes the extension of a 8" sewer line to connect to the 8" sewer line currently located at the intersection of May Street and Blaine Avenue, which is over 300 feet north of the project site. The extension would be sized to be consistent with the overall sewer master plan. These improvements would be required prior to any final building permit. All public sewers are coordinated with and approved by the Department of Utilities. With the development requirements established by the Department of Utilities, the proposed project is anticipated to have a ***less-than-significant*** impact on sewer services.

### **Question E**

Project drainage facilities would connect to a future drainage line to be installed as part of the approved Dry Creek Pointe residential subdivision to the north (P02-047). The proposed drainage facilities would receive a portion of the runoff from the Dry Creek Pointe subdivision. The majority of the project's drainage would flow through an on-site water quality/detention basin, located adjacent to the south side of the proposed park.

The Department of Utilities is requiring a Drainage Study in order to determine the appropriate sizing of the drainage facilities to adequately accommodate project drainage during the 10- and the 100-year storm event and also to determine the size of the facilities to provide appropriate water quality treatment.

All drainage improvements would be required to be developed to the satisfaction of the Department of Utilities, and the Department of Utilities would ensure consistency with the existing Drainage Master Plan for Drainage Shed 144. All drainage lines would be placed within the asphalt section of public rights-of-way as per the City's Design and Procedures Manual. The storm drain system shall be designed to conform to the master drainage plan for the area.

Because the Department of Utilities will ensure that project's drainage system is appropriately sized and is connected appropriately to the City's drainage system, the project impacts on the City's drainage facilities are anticipated to be ***less-than-significant***.

### **Question F**

The California Integrated Waste Management Board website ([www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp](http://www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp)) indicates that the Resident Daily Disposal Rate in Sacramento County is 1.46 pounds per resident per day. Using the Sacramento Area Council of Governments (SACOG) Population and Housing for Sacramento County, by Jurisdiction, it is estimated that the proposed development of 184 single family units would add approximately 480 new residents to the City's

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population. Therefore, the proposed project would result in approximately 701 pounds of waste disposal per day (1.46 pounds/day/resident x 480 residents), which would equal approximately 128 tons per year. This is considerably below the City's threshold of 500 tons per year. In addition, as indicated above, the two primary landfills, which receive the majority of solid waste generated by the City of Sacramento, are not anticipated to be capacity constrained. Kiefer Landfill has capacity until 2035 at the current throughput, and the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, the 128 tons per year of solid waste generated by the project would not adversely affect capacity at these landfills.

In addition, prior to issuance of a building permit by the Building Division the applicant would be required to comply with the City's Zoning Ordinance (Title 17.72 of the City Code). This section addresses recycling and solid waste disposal requirements for new and existing developments, which are designed to reduce impacts from the disposal of solid waste.

For these reasons, it is anticipated that development of the proposed project would result in ***less-than-significant*** impacts from solid waste.

**Mitigation Measures**

No mitigation is required.

**Findings**

The proposed project would result in less-than-significant impacts to utility systems.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>13. <u>AESTHETICS, LIGHT AND GLARE</u></b>			
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

**Environmental Setting**

The project site is not in an adopted view corridor or a scenic vista. The project site currently consists of vacant grassland with relatively flat topography. Illicit garbage dumping has occurred on the project site. The project area is presently comprised of residential uses. Interstate 80 is located immediately south of the project site, and the project site is visible from travelers on Interstate 80.

**Standards of Significance**

Visual impacts would include obstruction of a significant view or viewshed or the introduction of a façade which lacks visual interest and compatibility which would be visible from a public gathering or viewing area.

*Shadows.* New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

*Glare.* Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

*Light.* Light is considered significant if it would be cast onto oncoming traffic or residential uses.

**Answers to Checklist Questions**

**Questions A, B, and D**

The project site would convert undeveloped land into a single-family residential subdivision. The project site is not located within an identified scenic corridor or viewshed; consequently impacts to

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an identified scenic corridor or viewshed would not occur. In addition, although the project site is visible from the freeway, Interstate 80 is not considered a Scenic Highway in the vicinity of the project site.

Although the project would include two-story residences and a 14-foot sound wall (required as noise mitigation), the height of the residences would be required to comply with the height restrictions set forth in the Zoning Ordinance, and the sound wall would be shorter than the residences. Consequently, the project would not generate shadows that could substantially shade a residence or public gathering place, including the proposed Neighborhood Park. Furthermore, although the proposed project is not required to go before the Design Review Board, the project would be required, as part of the Special Permit, to be reviewed by Design Review staff to ensure that the project is consistent with the City of Sacramento's Single Family Residential Design Principles.

Therefore, the proposed project is anticipated to have a ***less-than-significant*** impact related to aesthetics.

### **Questions C**

The proposed project includes construction of 184 single-family residences. Single-family residences are not typically considered to be substantial sources of glare, due to the limited height and the limited amount of reflective surface area (i.e. glass and metal surfaces), and the project would not be anticipated to result in substantial adverse affects associated with glare.

The proposed project would require improvements to the City rights-of-way. These improvements include the installation of street lighting, as required by the Department of Transportation as a condition of approval. The lighting would be installed and shielded consistent with City standards. With the design and orientation of lighting in compliance with the City standards, impacts associated with light and glare are anticipated to be ***less-than-significant***.

### **Mitigation Measures**

No mitigation is required.

### **Findings**

The project is determined to have a less-than-significant impact to visual resources.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>14. <u>CULTURAL RESOURCES</u></b>			
<i>Would the proposal:</i>		✓	
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

**Environmental Setting**

The proposed project is not in a Primary Impact Area as defined by the Sacramento General Plan Update Draft Environmental Impact Report (SGPU) (DEIR, V-5). The SGPU defines a Primary Impact Area as an area that is most sensitive to urban development due to the potential presence of cultural resources. The project site is vacant with weedy grasses and some trees located on the site.

The SGPU DEIS (p. V-6) states that portions of North Sacramento, which lie north of I-80 along drainage courses and the American River floodplain have been judged as having a “moderate” to “somewhat higher than moderate” archeological sensitivity.

**Standards of Significance**

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

**Answers to Checklist Questions**

**Questions A - D**

The project site consists of disturbed land within an area that, according to the SGPU DEIR, has

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been judged as having a “moderate” to “somewhat higher than moderate” archeological sensitivity. It is currently unknown whether identified cultural resources exist on the site. In addition, during construction, previously unidentified cultural or historical resources may be unearthed. The mitigation measures listed below shall be implemented to ensure a less-than-significant impact to potential cultural resources.

**Mitigation Measures**

CR-1 The applicant shall hire a qualified archaeologist to conduct a records search for the project site, including a search of the North Central Information System at CSU Sacramento. The qualified archaeologist shall provide recommendations for mitigation should any resource be identified on the project site by the records search. Prior to issuance of grading permits, the applicant shall provide proof that the records search has been performed and that any cultural resources identified on the project site have been mitigated according to the recommendations of the qualified archaeologist.

CR-2a In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

CR-2b If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-3 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified

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appropriate actions have taken place.

**Question E**

There are no known existing religious or sacred uses on the project site. Therefore, it is not anticipated that religious or sacred uses will be impacted by the proposed project, and a **less-than-significant** impact would occur.

**Findings**

The project is anticipated to have less-than-significant impacts on cultural resources with the incorporation of the above mitigation measures.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
15. <u>RECREATION</u> <i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			✓
B) Affect existing recreational opportunities?			✓

**Environmental Setting**

There are no existing recreational amenities within the project site, as the site is currently vacant private property. Surrounding uses consist of vacant land and residential. Robla Community Park is the nearest park and is located within ½ mile northwest of the site, along Bell Avenue. Other parks in the area include Main Avenue School Park, Taylor Street School Park, and Glenwood School Park.

**Standards of Significance**

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affected existing recreational opportunities.

**Answers to Checklist Questions**

**Questions A and B**

The proposed project would introduce new residences to the area, which would increase demand for parks. The proposed project includes dedication of an on-site 2.6-acre Neighborhood Park, which would serve the new residences, as well as the general public. Because the park would be

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conveniently located for future use by the residents of the proposed development, the future residents would not likely travel to other parks in the area. Consequently, it is not anticipated that the proposed project would affect existing recreational facilities in the area. The dedication of the park, in combination with payment of the Quimby fees, would ensure that the proposed project would result in a ***less-than-significant*** impact related to recreational facilities.

**Mitigation Measures**

No mitigation is required.

**Findings**

The proposed project would result in less-than-significant impacts to recreational resources.

**MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p><b>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b></p> <p>A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause 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? Disturb paleontological resources?</p>		✓	
<p>B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?</p>			✓
<p>C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			✓
<p>D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			✓

### Question A

As discussed in the preceding sections, the proposed project, with the implementation of the mitigation measures, would not have the potential to degrade the quality of the environment, including effects on animals or plants. However, as stated in Section 14, the proposed project may affect known and/or unknown Cultural Resources within the project site. Mitigation measures concerning how to handle paleontological resources were included in case known cultural resources are identified on the site, or previously unidentified resources are uncovered during construction activities. Likewise, as stated in Section 7, the proposed project may affect biological resources on the site, including: special-status plants, nesting raptors (including burrowing owls and Swainson's hawk), Swainson's hawk foraging habitat, vernal pool branchiopods, and wetlands. Mitigation has been proposed in order to reduce these impacts to *less-than-significant* levels.

### Question B

As discussed throughout this Initial Study, the proposed project consists of a tentative subdivision map to divide 9 parcels into 184 single-family residential lots, a neighborhood park, a detention basin, and a landscaped lot. The project also includes a General Plan Amendment, a Community Plan Amendment, a Rezone, and a Special Permit. The project is assumed to comply with federal, State, and local laws and regulations and would not include any activities or include any uses that would achieve short-term goals to the disadvantage of long-term environmental goals; therefore, impacts are considered *less-than-significant*.

### Question C

When impacts are considered along with, or in combination with other impacts, the project-related impacts are less-than-significant with appropriate mitigation. In addition, although the proposed project includes amendments to the SGPU and North Sacramento Community Plan, the project is less dense than the land use designations in the SGPU, and, therefore, the proposed project would not exceed the density assumptions utilized for analysis in the SGPU DEIR. The project would also not add to cumulative effects analyzed. In addition, project-specific impacts would be mitigated to a less-than-significant level. Therefore cumulative effects are considered a *less-than-significant* impact.

### Question D

The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The site is not known to contain any hazards. However, construction activities could reveal previously unknown hazards. The proposed project is required to comply with all applicable laws concerning hazardous materials. Therefore, the project would result in a *less-than-significant* impact.

**SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below potentially would be affected by this project.

- |  |  |
|--|--|
| <input type="checkbox"/> Land Use and Planning                 | <input type="checkbox"/> Hazards                                       |
| <input type="checkbox"/> Population and Housing                | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Geological Problems                   | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Water                                 | <input type="checkbox"/> Utilities and Service Systems                 |
| <input type="checkbox"/> Air Quality                           | <input type="checkbox"/> Aesthetics, Light & Glare                     |
| <input checked="" type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Cultural Resources                 |
| <input checked="" type="checkbox"/> Biological Resources       | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Energy and Mineral Resources          | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified                       |  |

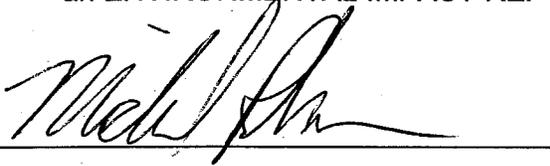
**SECTION V. DETERMINATION**

On the basis of the initial evaluation:

I find that the Proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

- X I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A **NEGATIVE DECLARATION** will be prepared.

I find that the Proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.



Signature

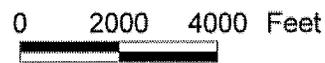
5/12/06

Date

Mike Parker

Printed Name

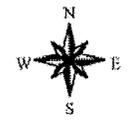
DUNMORE SACRAMENTO, JESSIE AVENUE (P04-079)  
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 Development Services  
Department  
  
Geographic  
Information  
Systems

August 31, 2005

Attachment A  
Vicinity Map  
P04-079



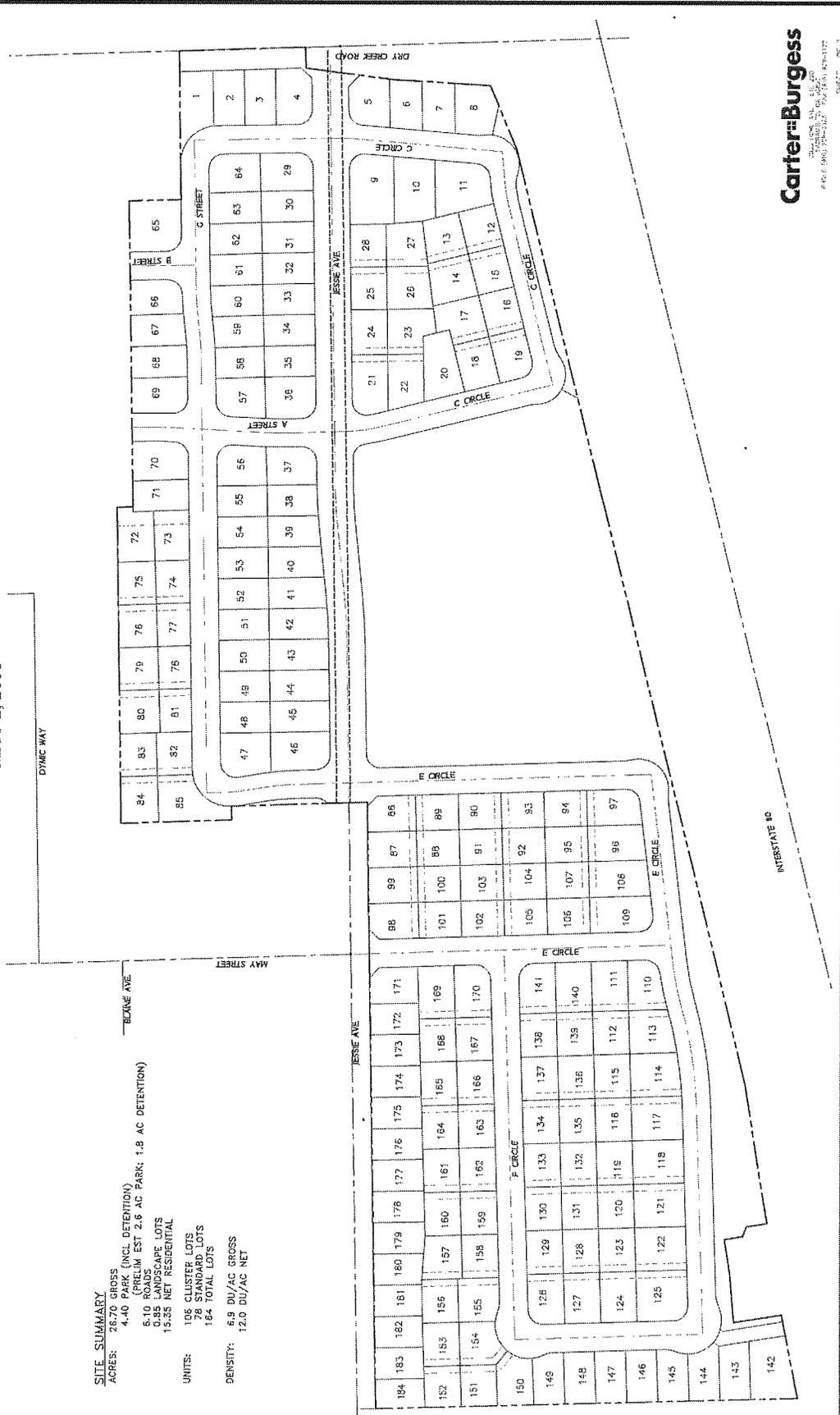
# Attachment B Site Plan

## JESSIE AVENUE REVISED SITE PLAN MAY 2, 2006

**SITE SUMMARY**  
 ACRES: 26.70 GROSS  
 4.40 PARK (INCL DETENTION)  
 6.10 PRELIM EST 2.8 AC PARK; 1.8 AC DETENTION)  
 0.95 LANDSCAPE LOTS  
 15.25 NET RESIDENTIAL

**UNITS:** 196 CLUSTER LOTS  
 164 COMMON LOTS  
 164 TOTAL LOTS

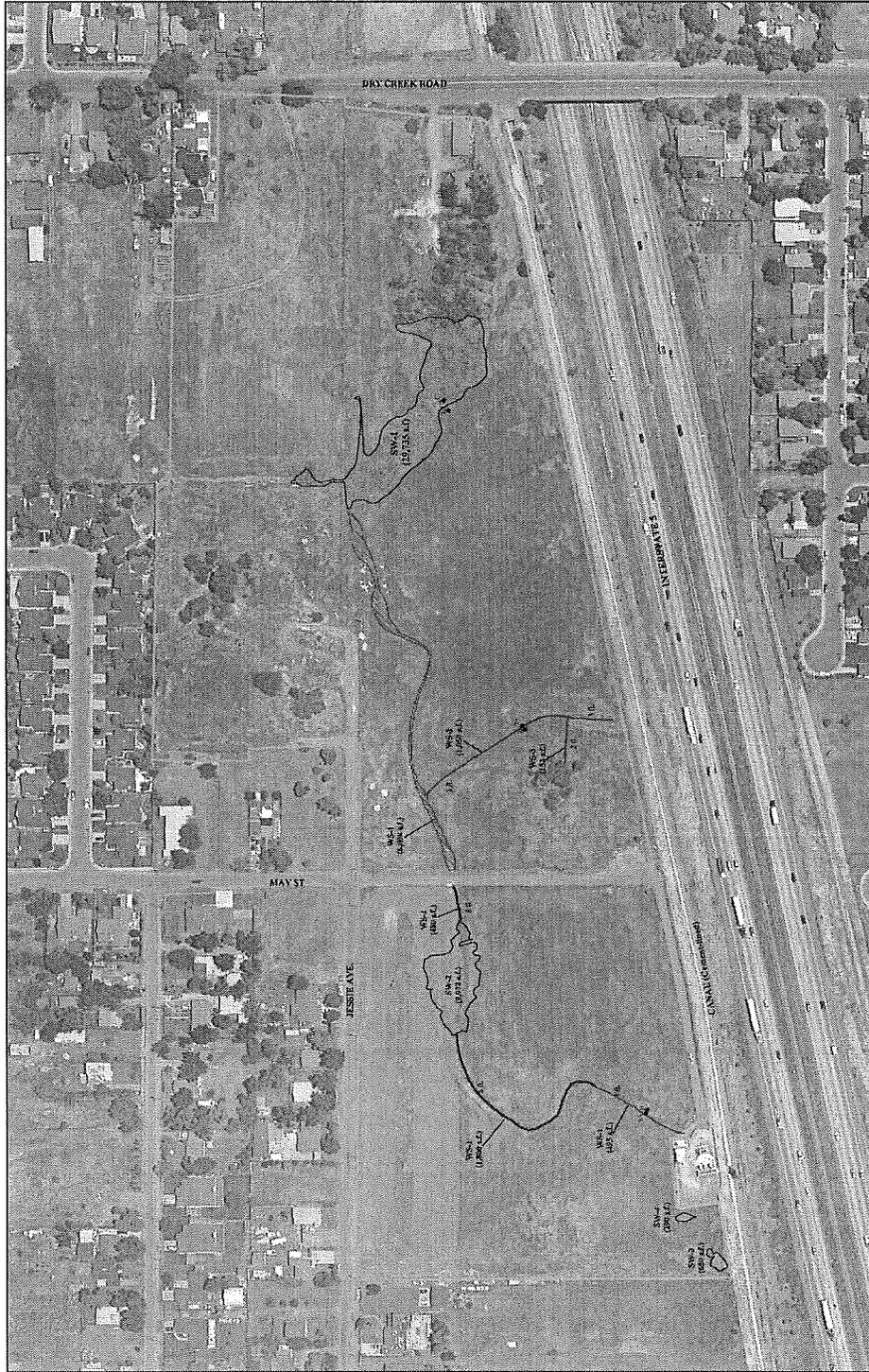
**DENSITY:** 6.9 DU/AC GROSS  
 12.0 DU/AC NET



**Carter-Burgess**  
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 1000 JESSIE AVENUE, SUITE 100  
 SACRAMENTO, CA 95833  
 PHONE: (916) 441-1111  
 FAX: (916) 441-1112  
 WWW: CARTERBURGESS.COM  
 SHEET 02 OF 3  
 P:\SACRAMENTO\ATTACHMENT B\PROJECTS\SACRAMENTO

Attachment C

JURISDICTIONAL DELINEATION MAP  
JESSIE AVENUE PROPERTY



Legend

-  Seasonal Wetlands (0.93 Ac.)
-  Wet Swale-Photo Delineated (0.05 Ac.)
-  Wet Swale-Field Delineated (0.04 Ac.)
-  Wet Swale-Field Delineated (0.14 Ac.)
-  Data Points (1A-3B)
-  Study Area

**GIBSON AND SKORDAL, LLC**  
 2277 Fairbank Blvd, Suite 100  
 Irvine, CA 92614  
 (949) 953-8833  
 Prepared: November 2003  
 Revised: March 2004  
 Base Map: Aerial Photography  
 From May 2002

**Attachment D**  
**Noise Monitoring Sites**

