



### **MITIGATED NEGATIVE DECLARATION**

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

**Natomas Field (P04-236)** – The proposed project site is located south of Arena Boulevard, east of East Commerce Way, and west of Airport Road in the North Natomas Community Plan area.

The proposed project consists of the entitlements to allow the development of the project site for commercial, medium- and high-density residential, and park use.

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, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

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

By: CE Infante

NATOMAS FIELD PROJECT (P04-236)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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**NATOMAS FIELD PROJECT (#P04-236)  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, 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.

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This Initial Study is organized into the following sections:

**SECTION I. - BACKGROUND:** Page 3 - Provides summary background information about the project name, location, sponsor, when the Initial Study was completed, and a project introduction.

**SECTION II. - PROJECT DESCRIPTION:** Page 5 - Includes a detailed description of the Proposed Project.

**SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Page 7- Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

**SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Page 62 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

**SECTION V. - DETERMINATION:** Page 63 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

**ATTACHMENT**

- A – Vicinity Map/Site Photo
- B – Project Plan
- C – Urbemis 2002 Calculations

## SECTION I. BACKGROUND

File Number, Project Name:

P04-236/Natomas Field

Project Location:

South of Arena Boulevard, east of East Commerce Way, and west of Airport Road; APNs: 225-0150-014, -025, -027, -028, -030, and -036

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

Project Applicant

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Project Planner

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Environmental Planner

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### **Introduction**

The proposed project consists of the entitlements to allow the development of the project site for commercial, medium- and high-density residential, and park use.

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. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

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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, June 16, 2005.

Please send written responses to:

Susanne Cook, Environmental Project Manager  
Development Services Department  
Environmental Planning Services  
1231 I Street, Ste. 300  
Sacramento, CA 95814  
Fax (916) 264-7185

## SECTION II. PROJECT DESCRIPTION

### Project Location

The proposed project site is located at south of Arena Boulevard, east of East Commerce Way, and west of Airport Road on APNs 225-0150-014, -025, -027, -028, -030, and -036 in the North Natomas Community Plan area. Please see Attachment A for a Vicinity Map.

### Project Background

The project site has historically been used as an airport, servicing the needs of the surrounding agricultural community. No significant entitlements have been sought for the project site within the past 15 years.

### Project Purpose

The purpose of the proposed project is to obtain the necessary entitlements to allow the development of the project site for commercial, medium- and high-density residential, and park use.

### Project Components

The project consists of the following entitlements:

- DEVELOPMENT AGREEMENT
- INCLUSIONARY HOUSING PLAN
- GENERAL PLAN AMENDMENT to re-designate 98.9+/- acres from 56.83+/- acres of Low Density Residential, 26.67+/- acres of Medium Density Residential, 12.78+/- acres of Parks-Recreation-Open Space, 2.62+/- acres of Community/Neighborhood Commercial and Offices to 50.94+/- acres of Low Density Residential, 24.93+/- acres of Medium Density Residential, 12.91+/- acres of Parks-Recreation-Open Space, 2.38+/- acres of Community/Neighborhood Commercial and Offices, and 7.74+/- acres of half section and frontage road;
- NORTH NATOMAS COMMUNITY PLAN AMENDMENT to re-designate 98.8+/- acres from 11.95+/- acres of Low Density Residential, 45.48+/- acres of Medium Density Residential, 23.89+/- acres of High Density Residential, 7.7+/- acres of Parks/Open Space, 2.03+/- acres of Community/Neighborhood Commercial, 0.05+/- acres of General Public Facilities, and 7.8+/- acres of Half Section and Frontage Streets to 50.94+/- of Medium Density Residential, 24.93+/- acres of High Density Residential, 12.91+/- acres of Parks/Open Space, 2.38+/- acres of Neighborhood Community Commercial, and 7.74+/- acres of Half Section and Frontage Streets;

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- REZONE 98.8+/- acres from 8.29+/- acres of Single-Family Alternative Planned Unit Development (R-1A-PUD), 11.73+/- acres of Multi-Family (R-2A), 30.08+/- acres of Multi-Family Planned Unit Development (R-2A-PUD), and 37.17+/- acres of Manufacturing, Research and Development Planned Unit Development (MRD-20-PUD) to 33.33+/- acres of Single-Family Alternative Planned Unit Development (R-1A-PUD), 17.61+/- acres of Multi-Family Planned Unit Development (R-2B-PUD), 24.93+/- acres of Multi-Family Planned Unit Development (R-3-PUD), 2.38+/- acres of Limited Commercial Planned Unit Development (C-1-PUD); 12.91+/- acres of Agriculture-Open Space Planned Unit Development (A-OS-PUD), and 7.74+/- acres of road half section;
- PLANNED UNIT DEVELOPMENT (PUD) ESTABLISHMENT to establish PUD Guidelines and a Planned Unit Development Schematic Plan and Guidelines for the Natomas Field Planned Unit Development;
- LOT LINE ADJUSTMENT to adjust the common property lines between two parcels totaling 26.85+/- acres;
- TENTATIVE MASTER PARCEL MAP to subdivide eight (8) parcels into thirteen (13) master parcels;
- TENTATIVE SUBDIVISION MAP to subdivide 98.9 +/- acres into 717+/- parcels;
- PUD SPECIAL PERMIT to allow the development of four house plans on 217+/- 28'x68' lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- PUD SPECIAL PERMIT to allow the development of four house plans on 179+/- 35'x70' lots in the proposed Multi-Family Planned Unit Development (R-2A-PUD) zone;
- PUD SPECIAL PERMIT to allow the development of four house plans on 95+/- 40'x90' lots in the proposed Single-Family Alternative Planned Unit Development (R-1A-PUD) zone;
- PUD SPECIAL PERMIT to allow the development of 216+/- alternative housing units (townhomes) in the proposed Multi-Family Planned Unit Development (R-3-PUD) zone

The Developer proposes four different single-family home types, including what are defined as Town Homes (six single-family units per building, alley loaded from the rear in a density range of 12 to 15 attached lots per acre), Brownstone (28x68 lots with one side a zero lot line and alley loaded from the rear in a density range of 12 to 15 lots per acre), Cottages (35x70 lots with one side a zero lot line and two car tandem garages, single garage elevation facing forward, in a density range of 10 to 13 lots per acre), and bungalows (40x90 lots alley loaded from the rear, in a density range of 7 to 10 lots per acre).

**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 City of Sacramento General Plan identifies the site as Agriculture-Open Space. The North Natomas Community Plan identifies the site as Medium Density Residential, Community/Neighborhood Commercial and Office, High Density Residential, Low Density Residential, School, Frontage Roads, and Parks/Open Space. The project site is zoned as Agriculture-Open Space (A-OS), Multi-Family Planned Unit Development (R-2B-PUD), Single-Family Alternative Planned Unit Development (R-1A-PUD), Limited Commercial Planned Unit Development (C-1-PUD), Single-Family or Two-Family Planned Unit Development (R-1B-PUD), and Streets.

The project site is vacant with no trees and no buildings.

**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; or
- Conflict with applicable land use plans.

## **Answers to Checklist Questions**

### **Questions A and B**

The project would eliminate the designated low density residential and would increase the acreage of medium density residential, high density residential, commercial/offices, and parks/open space. Since this is a slight change in the designated land uses, the planned uses of the site would not substantially alter the project area.

The project site is not in agricultural use. Therefore, a less-than-significant impact on land use would occur.

### **Mitigation Measures**

No mitigation is required.

### **Findings**

The proposed project would not result in impacts to land uses.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>2. POPULATION AND HOUSING</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**

The area around the project site is somewhat developed. Arena Boulevard is situated north and adjacent to the project site. Beyond Arena Boulevard is presently vacant land and Arco Arena. To the west of the project site is East Commerce Way. Beyond East Commerce Way to the west is vacant land and Interstate-5. To the east of the project site are buildings associated with the former Natomas Airport. To the east of these old buildings is Airport Road and beyond that, single-family residences. The area to the south is vacant.

**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**

Although the project area is not completely developed, development has already begun in the area for the past several years. The project area is located within the North Natomas Community Plan, an area that consists of 7,438 acres within the area bounded by Elkhorn Boulevard to the north, Interstate-80 to the south, the Natomas East Main Drainage Canal to the east, and the West Drainage Canal, Fisherman's Lake, and Highway 99 to the west within the City of Sacramento. The project area has been planned for development since the North Natomas Community Plan was adopted in 1994.

The site is vacant. Therefore, no housing would be removed or impacted because of the project. In addition, as part of the City's Mixed Income Housing Ordinance (Chapter 17.190), the Applicant is required to provide inclusionary housing as a part of this proposed project. The inclusionary housing component of the project would be the proposed multi-family housing. This would increase the amount of inclusionary housing in the City.

### **Mitigation Measures**

No mitigation is required.

### **Finding**

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

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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?			✓

**Environmental Setting**

*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 in the City of Sacramento features very little relief (SGPU DEIR, 1987, T-3). The potential for slope instability within the City of Sacramento is minor due to the relatively flat topography of the area.

*Regional Geology.* According to the SGPU DEIR and the Geotechnical Report prepared by Wallace Kuhl and Associates, Inc., the surface sediments of the project site consist predominantly of Holocene Basin Deposits (SGPU DEIR, T-2). The SGPU DEIR indicates that Floodplain Basin Deposits originated from floodwaters and are beds of unconsolidated clay formed in sink areas (T-1). They generally have very low permeability and are not good sources of groundwater (SGPU DEIR, T-1).

Wallace Kuhl and Associates, Inc. completed test borings on the project site. In their Geotechnical Engineering Report for Natomas Field dated May 21, 2004, they have indicated that the surface and near-surface soils at the site predominantly consist of brown to dark brown, silty clays and clayey silts to depths ranging from 5 to 10 feet below existing grades underlain by light brown to brown, sandy silts and silty sands to the maximum depth explored of 15 feet below

existing grades (page 5).

### **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**

Cities in California are required to consider seismic safety as part of the General Plan safety elements. The City of Sacramento also recognizes that it is prudent for the City to prepare for seismic related hazards and has, therefore, adopted policies as a part of the General Plan, Health and Safety Element. These policies require that the City protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigations be required for multiple story buildings, and that the Uniform Building Code requirements that recognize State and Federal earthquake protection standards in construction be used. The policies listed above are implemented through the building permit process for new construction projects and reduce the potential significant health and safety impacts. Thus, for the purposes of this environmental analysis, the potential for a significant geologic, soils, or seismic impact created by construction of the project has been substantially lessened by the application of regulatory requirements. Because the project is required to comply with these regulatory requirements, seismic hazards are considered to be less-than-significant.

#### **Question B**

Title 15, Chapter 15.88 of the City's Municipal Code requires a grading permit prior to construction activities. In accordance with the grading permit requirements, the applicant must submit an Erosion and Sediment Control (ESC) plan to reduce the amount of erosion and to retain sediment on the project site during construction. In addition, the Sacramento General Plan Update Draft Environmental Impact Report indicates that there are no highly erodible soils within the City (T-13). For these reasons, the Proposed Project would not result in substantial soil erosion or loss of topsoil, and geotechnical impacts related to erosion and soil loss would be less than significant.

#### **Question C**

The Developer is required to follow all regulations concerning geotechnical considerations. This includes complying with the Uniform Building Code and preparing a geotechnical study to determine the soils stability. The code would require construction and design of the building to meet standards that would reduce risks associated with subsidence or liquefaction.

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Recommendations concerning how to ensure that soils on the site remain stable to support the proposed project were included in a geotechnical engineering report prepared by Wallace Kuhl and Associates. Since the topography of the area is relatively flat, landslides do not present a hazard in the project site. Therefore, this impact is considered less-than-significant and no mitigation is required.

**Question D**

No unique geologic features exist in close proximity to the project. Therefore, the project would not result in any impacts from or to unique geologic or natural features.

**Mitigation Measures**

No mitigation is required.

**Findings**

The proposed project would not have a significant impact on seismicity, soils, and geology.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>4. WATER</b>			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
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 & storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or 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 groundwater recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?		✓	

## **Environmental Setting**

*Drainage/Surface Water.* There is an existing 0.02 acre drainage swale on the northeastern portion of the project site.

*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.

*Flooding.* The proposed project is located in a FEMA designated Flood Zone X Shaded. FEMA describes Flood Zone X Shaded as an area of a 500-year flood: area of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from 100-year flood.

## **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 & E**

Due to the increase in impervious areas associated with driveways, sidewalks, roads and other paved areas, surface runoff will increase as a result of the project. As part of the improvement plans required by the City's Utilities and Development Services Departments, adequate drainage facilities are required for the discharge of storm water runoff. These drainage facilities will be incorporated into the drainage system within the street infrastructure. Increases in storm water runoff and changes to local absorption rates and drainage patterns as a result of the project are considered potentially significant; however, the proposed development will be required to provide drainage facilities to the satisfaction of the Department of Utilities. Through compliance with City requirements to provide the proper drainage facilities, the proposed project is anticipated to have a less-than significant impact on drainage patterns and surface runoff.

### **Question B**

The project site is situated within Flood Zone X Shaded. Within this flood zone, flood impacts are anticipated to be less-than-significant because there are no building requirements.

### **Questions C & D**

The proposed project would increase the amount of impervious surfaces. The increase in impervious surfaces could increase the amount of pollution going into the area's waterways, as storm water is discharged directly into waterways. In addition, during construction, the activities may result in discharges to storm water as well. However, compliance with the City's Grading, Erosion and Sediment Control Ordinance (Title 15) and the Stormwater Management and Discharge Control Ordinance (Title 13) would reduce runoff impacts to a less-than-significant level. The Grading, Erosion and Sediment Control Ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction. 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. Since the project is not served by a regional water quality control facility and is greater than one acre, both source controls and on-site treatment control measures are required. A storm drain message is required at all drain inlets. On-site treatment control measures are also required. Treatment of the runoff prior to it being conveyed to the stormwater system would ensure that surface waters are not impacted by the project.

The project is also required to comply with the Stormwater Management and Discharge Control Ordinance. This Ordinance requires that nonstormwater discharges to the stormwater conveyance system be controlled by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable. This Ordinance is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water

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Pollution Control Act, Porter-Cologne Water Quality Control Act and National Pollutant Discharge Elimination System ("NPDES").

**Questions F-H**

Groundwater was not encountered during Wallace Kuhl and Associates' test borings on April 22, 2004. However, in their geotechnical report, they reviewed available historical records that indicated groundwater in the project site was previously measured at depths ranging from 6.5 to 15 feet below existing grades. The groundwater likely was not encountered by Wallace Kuhl and Associates due to the Sacramento Regional Sanitation District's construction of the Lower Northwest Interceptor project. The construction of this project likely significantly lowered the groundwater table. The geotechnical report indicated that groundwater levels in the area will fluctuate due to seasonal changes, subsurface soil conditions and local irrigation practices.

However, if groundwater were encountered during construction, it would need to be withdrawn. Groundwater that has been withdrawn may be discharged to surface water or to land. The groundwater beneath the project site may be contaminated if encountered. Therefore, the following mitigation measures shall be implemented to ensure less-than-significant impacts:

**Mitigation Measure**

W-1: A Waste Discharge Requirements Permit shall be obtained. The groundwater beneath the project site shall be tested for contaminants as specified by the California Regional Water Quality Control Board. If the results of the testing indicate the groundwater beneath the site is a threat to human health, then remediation shall be completed.

Implementation of the above mitigation measure would reduce impacts to a less-than-significant level.

**Findings**

This project would result in less-than-significant impacts to water resources with the implementation of the above mitigation measure.

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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 lies within the Sacramento Valley Air Basin (SVAB). The climate of the SVAB is Mediterranean in character, with mild, rainy winter weather from November through March, and warm to hot, dry weather from May through September. The SVAB is subject to eight unique wind patterns. The predominant annual and summer wind pattern is the full sea breeze, commonly referred to as Delta breezes. Wind direction in the SVAB is influenced by the predominant wind flow pattern associated with the season.

The SVAB is subject to federal, state, and local regulations, which include the Federal and California Clean Air Acts and the Sacramento Metropolitan Air Quality Management District (SMAQMD) Rules. Standards for air pollutants are set under these regulations. The air pollutant standards under the California Clean Air Act are more stringent than the Federal Clean Air Act; therefore, air basins within the State of California follow the California Clean Air Act air pollutant standards.

The project site is situated within in Sacramento County, which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws.

Both the federal Environmental Protection Agency and the California Air Resources Board

classifies the SVAB as non-attainment for ozone and PM<sub>10</sub> (particulate matter less than 10 microns in diameter). Carbon monoxide (CO) is designated as unclassified/attainment (California Air Resources Board, 1998). A non-attainment status for an air pollutant means that the air basin must develop regional air quality plans to show how the air basin will eventually attain the standards.

### **Standards of Significance**

*Ozone and Particulate Matter.* An increase of nitrogen oxides (NO<sub>x</sub>) during the construction of the project (short-term effects) above 85 pounds per day would result in a significant impact. An increase of reactive organic gases (ROG) and/or NO<sub>x</sub> during the operation of the project (long-term effects) above 65 pounds per day would result in a significant impact.

*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, 1994). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors.

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 (state ambient air quality standards are more stringent than their federal counterparts).

### **Answers to Checklist Questions**

#### **Questions A, B & D**

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 once completed, an initial project screening was performed using Table 4.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004). This table provides project sizes for land use types which, based 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 these pollutants. For projects approaching or exceeding the thresholds indicated in the table, a more detailed analysis is required. Those projects which do not approach or exceed the threshold levels in the table can be conservatively assumed not to be associated with significant emissions of NO<sub>x</sub>, ROG, PM<sub>10</sub> and CO.

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 higher. The proposed project includes 707 single-family units, which is above the Table 4.2 criteria for single family residential.

Since the number of units exceeds the screening level in Table 4.2, operational impacts were calculated using the URBEMIS model. Don Bellanti, a certified consulting meteorologist,

estimated NO<sub>x</sub> emissions to be 77.55 lbs/day. The level of 77.55 lbs/day exceeds the operational NO<sub>x</sub> thresholds of 65 lbs/day. To reduce operational emissions to a less-than-significant level, the following mitigation measures shall be implemented:

### **Mitigation Measures for Operational Emissions**

AQ-1: The Project Applicant/Developer shall submit an Air Quality Mitigation Plan to the SMAQMD for review and approval. The Project Applicant/Developer shall coordinate with the SMAQMD concerning the details of this Air Quality Mitigation Plan.

The above mitigation measure typically reduces emissions by 15% at a minimum. Therefore, implementation of the above mitigation measure would reduce operational emissions to 65.92 lbs/day. This is still 0.92 lbs/day of operational NO<sub>x</sub> emissions above the thresholds. Therefore, the following mitigation measure shall be implemented:

AQ-2: The Project Applicant/Developer shall implement the following list of items or a list of items as determined through coordination with the SMAQMD:

- Install only natural gas fireplaces.
- Exceed Title 24 Energy standards for cooling energy by 25% or comply with SMUD Advantage (Tier II) energy standards.

Implementation of the above mitigation measures would reduce NO<sub>x</sub> emissions to 64.42 lbs/day, which is below the thresholds of significance. However, the proposed project is designed in such a way that a few of the items known as emissions reduction factors are included as part of the design of the project. These include the following:

- Average residential density 7 d.u. per acre or greater
- Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site. A "single site" may include contiguous properties.

With the above items, NO<sub>x</sub> emissions may be reduced to 56.92 lbs/day, which is below the thresholds of significance.

The proposed project includes a commercial component. However, this commercial component is at a programmatic level at this time. The estimated NO<sub>x</sub> emissions from the commercial component is estimated to be 5.28 lbs/day. If the commercial component is included with the remainder of the project, the NO<sub>x</sub> emissions are estimated to be 82.84 lbs/day. When the entitlements for the commercial component are requested at a later date, more detailed analysis will be done at that time. However, there are mitigation measures similar to the ones above that would mitigate any operational emissions from the commercial component to a less-than-significant level.

Project-Related Construction Impacts: The project was also screened for potential impacts to air quality due to construction of the proposed project, also using Table 2.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004) as described above. For projects categorized as "Single Family Residential" land use development types, 28 units or more would be considered potentially significant at the NO<sub>x</sub> Screening Level for construction impacts. The size of the proposed project is 707 single-family dwelling units, which is above the Table 2.2 criteria for Single Family Residential. As a result, *URBEMIS 2002 for Windows 7.4.2* model was used to calculate estimated emissions for the proposed project. The project will be constructed in phases. The first phase consists of the grading of the site. Grading the site would result in NO<sub>x</sub> emissions to be approximately 123.42 lbs/day. This would exceed the NO<sub>x</sub> emissions thresholds of 85 lbs/day. Therefore, the following mitigation measures shall be implemented to reduce NO<sub>x</sub> emissions to a less-than-significant level:

### **Mitigation Measures for Grading**

**AQ-3: Category 1: Reducing NO<sub>x</sub> emissions from off-road diesel powered equipment**

The project shall provide a plan for approval by the lead agency, in consultation with SMAQMD, demonstrating that the heavy duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles will achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and

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

and:

**AQ-4: Category 2: Controlling visible emissions from off-road diesel powered equipment**

The project shall ensure that exhaust emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity

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and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

Implementation of the above mitigation measures would reduce emissions by 20% to approximately 98.74 lbs/day. This would still be 24.68 lbs/day above the thresholds. Therefore, an air quality mitigation fee is necessary to reduce the NOx emissions to a less-than-significant level. SMAQMD has developed a mitigation program that assists in providing cleaner emissions technology within the region. A fee paid to this program would offset the emissions over the significance threshold generated from the proposed project. The fee is calculated based on the amount of the mitigated construction emissions produced by the project less the District Threshold, multiplied by the number of days of construction multiplied by the standard District fee of \$13,600/ton of NOx. Through compliance with this mitigation fee (see mitigation measure AQ-3 below), it is anticipated that the short-term impacts from NOx can be mitigated to a less-than-significant level. The spreadsheet table below shows the calculations for the air quality mitigation fee:

Project Name (Control #)	Activity Phase	Nox (lbs/day) unmitigated	Nox (lbs/day) mitigated	NOx over threshold (lbs/day)	duration (days)	Total significant Nox (lbs)
	Grading	123.42	98.74	13.74	33	453.29
<i>Total project Nox over threshold (lbs)</i>						453.29
<i>Total project Nox over threshold (tons)</i>						0.23
<b>Mitigation fee (\$13,600/ton)</b>						<b>\$3,082</b>

AQ-5: Prior to the approval of improvement plans or the issuance of grading permits, the Applicant will submit proof that the off-site air quality mitigation fee of \$3,082.00 has been paid to SMAQMD (or another fee as estimated by SMAQMD), and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency.

Implementation of the above mitigation measures would reduce air quality impacts to a less-than-significant level during the grading phase of construction.

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Besides grading, emissions to air quality would also occur during the actual construction of the proposed project. Construction of the actual project will occur in four phases. The following table describes the phases:

<b>Phase #</b>	<b># of Months</b>
I	7
II	3
III	3
IV	3

Air emissions were calculated for each phase of construction using URBEMIS. The following table describes the NOx emissions calculated for each phase of construction:

<b>Phase #</b>	<b>NOx emissions (in lbs/day)</b>
I	156.75
II	181.36
III	182.62
IV	127.25

Construction of the project would exceed the thresholds for NOx emissions. Therefore, the following mitigation measure shall be implemented for construction:

**Mitigation Measures for the Construction Phases of the Project**

AQ-6: Mitigation Measures AQ-1 and AQ-2 shall be followed for the construction phases of the project.

The above mitigation measure will not mitigate NOx emissions to a less-than-significant level. An air quality mitigation fee will also have to be paid to mitigate for construction of the proposed project in order to reduce air quality impacts to a less-than-significant level for NOx emissions. Therefore, the following mitigation measure shall be implemented to ensure less-than-significant impacts on air quality:

AQ-7: The Developer shall pay an air quality mitigation fee as determined by SMAQMD or a fee of \$42,307.00 for Phase I of construction, \$26,967.00 Phase II of construction, \$27,420.00 for Phase III of construction, and \$7,540.00 for Phase IV of construction.

Implementation of the above mitigation measure would reduce construction impacts on air quality to a less-than-significant level. The following spreadsheet tables show how the fees were calculated for Phase I of construction:

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Project Name (Control #)	Activity Phase	Nox (lbs/day) unmitigated	Nox (lbs/day) mitigated	NOx over threshold (lbs/day)	duration (days)	Total significant Nox (lbs)
	Building Construction	156.75	125.40	40.40	154	6221.60
<i>Total project Nox over threshold (lbs)</i>						6221.60
<i>Total project Nox over threshold (tons)</i>						3.11
<b>Mitigation fee (\$13,600/ton)</b>						<b>\$42,307</b>

The following spreadsheet table shows how the fees were calculated for Phase II of construction:

Project Name (Control #)	Activity Phase	Nox (lbs/day) unmitigated	Nox (lbs/day) mitigated	NOx over threshold (lbs/day)	duration (days)	Total significant Nox (lbs)
	Building Construction	181.36	145.09	60.09	66	3965.81
<i>Total project Nox over threshold</i>						3965.81

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<i>(lbs)</i>	
<i>Total project Nox over threshold</i>	1.98
<i>(tons)</i>	
<b>Mitigation fee (\$13,600/ton)</b>	<b>\$26,967</b>

The following spreadsheet table shows how the air quality mitigation fee was calculated for Phase III of construction:

Project Name (Control #)	Activity Phase	Nox (lbs/day) unmitigated	Nox (lbs/day) mitigated	NOx over threshold (lbs/day)	duration (days)	Total significant Nox (lbs)
	Building Construction	182.62	146.10	61.10	66	4032.34

<i>Total project Nox over threshold</i>	4032.34
<i>(lbs)</i>	
<i>Total project Nox over threshold</i>	2.02
<i>(tons)</i>	
<b>Mitigation fee (\$13,600/ton)</b>	<b>\$27,420</b>

The following spreadsheet table shows how the air quality mitigation fee was calculated for Phase IV of construction:

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Project Name (Control #)	Activity Phase	Nox (lbs/day) unmitigated	Nox (lbs/day) mitigated	NOx over threshold (lbs/day)	duration (days)	Total significant Nox (lbs)
	Building Construction	127.25	101.80	16.80	66	1108.80
<i>Total project Nox over threshold (lbs)</i>						1108.80
<i>Total project Nox over threshold (tons)</i>						0.55
<b>Mitigation fee (\$13,600/ton)</b>						<b>\$7,540</b>

Implementation of the above mitigation measures would reduce air quality impacts to a less-than-significant level.

Ambient Air Emissions

The July 2004 SMAQMD Guide to Air Quality Assessment states that projects are considered significant if anticipated emissions of certain pollutants exceed or contribute substantially to an existing or projected violation of an ambient air quality standard, or expose sensitive receptors (e.g., children, athletes, elderly, sick populations) to substantial pollutant concentrations (5-1). These pollutants include carbon monoxide (CO), PM<sub>10</sub>, oxides of nitrogen (NO<sub>2</sub>), and sulfur oxides (SO<sub>2</sub>).

Since the NOx emissions for operation of the project is less-than-significant, ambient air emissions would be considered less-than-significant as well. Impacts to sensitive receptors (the closest ones presently would be the residences to the east) would be less-than-significant as well.

**Question C**

The project would not result in the alteration of air movement, moisture, temperature, or in any change in climate, either locally or regionally.

**Findings**

This project would result in a less-than-significant impact to air quality with the implementation of the above mitigation measures.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>6. <u>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?			✓

**Environmental Setting**

*Roadway System - Regional Access.* Regional automobile access to the site is provided primarily by the freeway system. I-5 is a north-south facility that is located west of the site. Primary access to I-5 is via an interchange at Arena Blvd. To the south, I-5 provides access to I-80, downtown Sacramento, southern portions of the City and County, as well as other Central Valley communities. To the north, I-5 provides access to Sacramento International Airport, the City of Woodland, and other Central Valley communities.

I-80 is an east-west freeway located south of the site. Primary access to I-80 is via I-5. Additional access to I-80 is provided via an interchange with Truxel Rd. To the west, I-80 provides access to West Sacramento, the City of Davis, and the San Francisco Bay Area. To the east, I-80 provides access to northern portions of the City and County, and extends to

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Placer County and the state of Nevada.

SR 99 is a north-south state highway that has an interchange with I-5. Primary access to SR 99 is via I-5. SR 99 provides access to northern portions of Sacramento County, western Placer County, State Route 70, Yuba City, Marysville, and other Central Valley communities.

*Roadway System - Local Access.* Direct access to the site is provided via Arena Blvd and East Commerce Way. Other roadways providing site access include Prosper St, Natomas Crossing and Endeavor Way.

Arena Blvd is an east-west roadway that provides access to I-5 via a full interchange. The roadway is six lanes wide between I-5 and Truxel Road. It continues easterly as North Market Blvd. Arena Blvd has signalized intersections at the I-5 on/off ramps, East Commerce Way, Innovator Drive, and Truxel Rd in the vicinity of the project.

East Commerce Way is a six-lane north-south roadway east of I-5. The roadway primarily serves Arco Arena and the adjacent developments in the project vicinity. It extends about 0.9 miles south of Del Paso Road, where it intersects with Arena Boulevard. East Commerce Way/ Arena Blvd intersection is a signalized T intersection.

Natomas Crossing Drive is a four- to two-lane east-west roadway that provides access to the site. East of the site, Natomas Crossing continues to Truxel Road.

Innovator Drive is a two-lane north-south road that connects Arena Blvd with Natomas Crossing Drive

Access to the site would accommodate the future East Commerce extension to San Juan Rd. A new intersection would be created at East Commerce Way and Natomas Crossing Drive, and extension of Prosper Street and Endeavor Way would be accommodated with the proposed project. Five major site access points are proposed.

1. From East Commerce Way, a right-in, right-out access is proposed at Street 4 of the Tentative Subdivision map.
2. From East Commerce Way, a signalized full access at Street 1.
3. From East Commerce, a signalized full access Natomas Crossing Drive
4. From Arena Blvd a signalized full access at Street 20
5. From Arena Blvd, a right-in, right-out access is proposed at Street 21 of the Tentative Subdivision map.

*Public Transportation.* Sacramento Regional Transit is the major public transportation service provider within Sacramento County providing 27 miles of light rail service and fixed-route bus service on 80 routes. Light rail service and many of the bus routes are currently oriented to the downtown area.

*Bikeways.* There is an existing on-street bike lane along Arena Boulevard.

*Parking.* There is no parking available on the site or on-street.

### **Standards of Significance**

1. **Roadways:** An impact is considered significant for roadways when:
  - The project causes the facility to degrade from LOS C or better to LOS D or worse
  - For facilities operating at LOS D, E or F without the project, an impact is considered significant if the project increases the v/c ratio by 0.02 or more
2. **Intersections:** A significant traffic impact occurs under the following conditions:
  - The addition of project-generated traffic causes the level of service of the intersection to change from LOS A, B, or C to LOS D, E or F
  - The addition of project-generated traffic increases the average stopped delay by five seconds or more at an intersection already operating worse than LOS C
3. **Bicycle Facilities:** A significant Bikeway impact would occur if:
  - The project hindered or eliminated an existing designated bikeway, or if the project interfered with implementation of a proposed bikeway
  - The project is to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts
4. **Pedestrian Facilities:** A significant pedestrian circulation impact would occur if:
  - The project would result in unsafe conditions for pedestrians, including unsafe increase in pedestrian/bicycle or pedestrian/motor vehicle conflicts.
5. **Transit Facilities:** A significant impact to the transit system would occur if the project-generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hour of operation.
6. **Parking:** A significant impact to parking would occur if the anticipated parking demand of the proposed project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the project is consistent with the parking requirements stipulated in the City Code.

## Answers to Checklist Questions

### Question A

The proposed project would generate trips. However, the proposed land uses are consistent with the existing land use designation of the North Natomas Community Plan. According to the North Natomas Community Plan designation, the project site would generate 111,115 daily trips, 779 AM peak hour trips, and 1,115 PM peak hour trips. The proposed project would generate 10,632 daily trips, 680 AM trips, and 1,027 PM trips. The proposed project trip generation is considered less intense than the approved land uses of the North Natomas Community Plan.

The following is a list of roadway improvements the project will be required to implement:

1. East Commerce Way, north of Natomas Crossing Drive, is to be a six-lane facility and shall be dedicated and constructed to a 68-foot half street with a full, landscaped median, plus one-travel lane in the opposite direction.
2. East Commerce Way, south of Natomas Crossing Drive, is to be a four-lane facility and shall be dedicated and constructed to a 50-foot half street with a full, landscaped median, plus one-travel lane in the opposite direction.
3. Dedicate and construct Prosper Street to intersect East Commerce, which is to provide an additional east-west connection between East Commerce Way and Truxel Road.
4. Dedicate and construct Natomas Crossing Drive to a modified Major-Collector Street Section.
5. Construct traffic signals at the following intersections to the satisfaction of the Development Engineering and Finance Division:
  - a. East Commerce Way and Street "1"
  - b. East Commerce Way and Natomas Crossing Drive
  - c. East Commerce Way and Arena Blvd (Modify to accommodate 4<sup>th</sup> leg, if necessary)
  - d. Arena Boulevard and Street "20"

As mentioned above, the land uses of the proposed Natomas Field project are consistent with the existing land use designation and the analysis completed with the North Natomas Community Plan DEIR. The proposed project would not create any additional impacts over and above the previously identified impacts. Therefore, a less-than-significant impact is expected from the proposed project.

### Questions B and C

The proposed project would be required to construct public right-of-way improvements, including the extension of Arena Blvd, Prosper Street, Endeavor Way, Natomas Crossing, and new

residential streets 1 through 22 to provide for vehicular, pedestrian and bicycle access. Such improvements would be conditioned to provide for safe and adequate facilities for pedestrians, bicyclists, and motor vehicles consistent with City design standards, as required by Development Engineering and Finance Division of the Development Services Department. In addition, such improvements would also be required to adequately accommodate emergency vehicles within all new public rights-of-ways. Therefore, the creation of hazards or potential emergency access impacts would be less-than-significant.

**Question D**

Garages will be provided with the proposed residences. Since there will be public streets within the project site, parking will be available on-street. There is not enough details on the commercial component of the project at this point to determine how many parking spaces will be needed; however, the City's Zoning Ordinance provides that information and the Applicant is required to follow the Zoning Ordinance unless a variance is requested. When there are specific details concerning the commercial component, the parking impacts would be analyzed during that time.

**Question E**

The proposed project would not interfere with any existing or planned bikeways or public transportation routes. The connection of the site with to the adjacent roads via new public rights of way would provide additional connectivity for bicyclists and pedestrian. Additionally, the frontage improvements along the project site will include sidewalks, curbs, and gutters that will be designed to City standards. Therefore, impacts arising from potential bicycle/pedestrian or bicycle/motor vehicle conflicts are considered to be less-than-significant.

**Question F**

Sacramento Regional Transit (RT), the City's transit provider, is looking to expand light rail service in the area between downtown and the Sacramento International Airport. RT completed an Alternatives Analysis and a Draft Environmental Impact Report (DEIR) to evaluate the alternatives for light rail in the area. A locally preferred alternative (LPA) was selected by the Regional Transit Board in December 2003. This LPA does not run along Arena Boulevard.

In addition, the proposed project would extend an off-street bikeway along the eastern boundary of the project site from Prosper Street to Arena Boulevard.

**Question G**

There are no railroads within or near the project site, so impacts to rail traffic are not anticipated. There is an existing drainage swale on the northeastern portion of the project site. However, this drainage swale is not deep enough to handle water traffic and is therefore, not used for water traffic. Impacts to water traffic would be less-than-significant.

None of the buildings are high enough to cause problems with air traffic, so air traffic impacts are anticipated to be less-than-significant.

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

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

The proposed project is located in an area that is required to comply with all measures identified in the Natomas Basin Habitat Conservation Plan (NBHCP), approved in May 2003. The NBHCP is a conservation plan supporting application for incidental take permits (ITPs) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation in conjunction with economic and urban development within the Permit Areas of the Natomas Basin.

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Argonaut Ecological Consulting completed a biological report that updated and added to the June 2004 Gibson and Skordal Jurisdictional Delineation and Special Status Species Evaluation report in March 2005. The report described the site as ruderal urban habitat or fallow field. The Gibson and Skordal report indicated that a majority of the project site supports disturbed grassland characterized by annual species including soft chess (*Bromus mollis*), oats (*Avena*, sp.), rip-gut brome (*Bromus diandrus*), perennial rye (*Lolium perenne*), hare barley (*Hordeum leporinum*), canary grass (*Phalaris paradoxa*), rose clover (*Trifolium hirtum*), cut-leaf geranium (*Gernaium dissectum*), Mediterranean barley (*hordeum hystris*), milk thistle (*Silybum marianum*), rat-tail fescue (*Vulpia myuros*), and filaree (*Erodium* spp.).

### **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 report, "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);
- 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**

Gibson and Skordal completed a biological report on the project site in June 2004. The report indicated that the site has suitable foraging habitat available for special-status raptors. The report also indicated that there is the potential for burrowing owls to occur on the site due to the availability of nesting and foraging habitat. Gibson and Skordal did not observe any special-status species on the site.

In March 2005, Argonaut Ecological Consulting added and updated the study completed by Gibson and Skordal. Argonaut Ecological Consulting evaluated the site with respect to the Natomas Basin HCP. Wildlife species observed by Argonaut Ecological Consulting during the site inspections were limited to red-tailed hawk (perched adjacent to the eastern edge of the site), jackrabbits, and perched birds (sparrows). Ground squirrels were not encountered nor were any evidence of burrowing owl. No special-status species were observed.

According to the Argonaut Ecological Consulting biological report, the site potentially supports habitat for Swainson's hawk (and other raptors) and burrowing owl. There is no suitable habitat on the site for special status species typically associated with wetlands or vernal pools. There is little to no suitable nesting habitat available for raptors on the site since the trees present would likely not be used except for perching. Suitable nest sites are; however, available immediately adjacent to the site (adjacent to the existing airport buildings) and in the vicinity of the project area. The site could also support burrowing owls.

Development of the project site would therefore, remove foraging habitat for raptors, including Swainson's hawk. No burrowing owls were observed, but since they are known to be in the area, they have the potential to occupy the site prior to the start of construction. The project site is situated within the NBHCP. Compliance with the NBHCP would mitigate for the removal of raptor foraging habitat and would require pre-construction survey for special-status species, including burrowing owls. Therefore, the following mitigation measure shall be implemented to ensure less-than-significant impacts on special-status species and related habitat:

### **Mitigation Measure**

BR-1: The project applicant/developer shall: (i) comply with all requirements of the 2003 NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR; (ii) comply with any additional mitigation measures identified in the NBHCP EIR/EIS; and (iii) comply with all conditions in the ITPs issued by the USFWS and CDFG.

Implementation of the above mitigation measure would reduce impacts to special-status species to a less-than-significant level.

### Question B

The only local species the City protects are "Heritage Trees." The City protects "Heritage Trees" by ordinance (City Code 12.64). Heritage Trees are defined by Sacramento's Heritage Tree Ordinance as:

- a. Any trees of any species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
- b. Any native *Quercus* species, *Aesculus California* or *Platanus Racemosa*, having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk.
- c. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to thirty (30) feet beyond the high water line.
- d. Any tree, grove of trees or woodland trees, designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

The project site contains a couple of young valley oak trees on the northern portion of the project site. The City Arborist has reviewed the removal of these trees and has determined that the Developer may remove or save these trees. Therefore, impacts to local special-status species would be less-than-significant.

### Question C

Gibson and Skordal prepared a Jurisdictional Delineation and Special Status Species Evaluation dated June 2004 for the project site. The report indicated that there is an existing 0.02 acre drainage swale in the northeastern portion of the project site. The report describes the swale as supporting a seasonal wetland plant community generally dominated by perennial rye, annual rabbit-foot grass (*Polypogon monspeliensis*), and canary grass (*Phalaris paradoxa*). Other common species observed included Mediterranean barley, bird's foot trefoil (*Lotus corniculatus*), loosestrife (*Lythrum hyssopifolia*), slender popcorn flower (*Plagiobothrys stipitatus*), spike primrose (*Boisduvalia cleistogamus*), and purslane speedwell (*Veronica peregrine*). The report indicated that the adjacent upland is marked by a distinct rise in landscape position lacking wetland hydrology or hydric soil indicators, and the mergence of a disturbed grassland plant community. Soils in the swale are very dark gray (10YR 3/1) clay loams and clays lacking mottles at a depth of 1 to 12 inches.

The drainage swale appears to be sustained hydrologically by a culvert outfall from the former landing strip. The report further indicated that the drainage swale may experience short-term ponding conditions, but it does not generally pond water for long during most years.

The Jurisdictional Delineation and Special Status Species Evaluation report concluded that the

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drainage swale appears to be an isolated feature. However, the U.S. Army Corps of Engineers (Corps) is the only agency that could make that determination. The Developer has stated that they had submitted a verification application to the Corps, but as of this date, have not received a verification. Therefore, the following mitigation measure shall be implemented to ensure that impacts to potential wetlands/Waters of the U.S. are less-than-significant:

**Mitigation Measure**

BR-2: The Developer shall receive a verification from the U.S. Army Corps of Engineers as to the jurisdictional status of the drainage swale. If the drainage swale is considered Waters of the U.S., then the Developer shall obtain a Section 404 permit, Section 401 Water Quality Certification, and a 1601 Fish and Game Agreement. The Developer shall follow all components of the permits.

If the U.S. Army Corps of Engineers determines that the drainage swale is isolated, no further action is necessary unless a State agency determines that it has jurisdiction over the swale. If the State determines that it has jurisdiction over the swale, the Developer shall follow all requirements from the State with regards to mitigating for filling the swale.

Implementation of the above mitigation measure would reduce impacts to potential Waters of the U.S. and wetlands to a less-than-significant impact.

**Findings**

The proposed project would not result in significant impacts to biological resources with the incorporation of the above mitigation measures.

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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 proposed project would require the use of energy when implemented and during construction. However, this would not require the development of new sources of energy nor would result in substantial increases in demand for energy. Therefore, a less-than-significant impact is expected.

**Mitigation Measures**

No mitigation measures are required.

**Findings**

The project would not result in impacts to energy resources.

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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 SGPU DEIR indicates that a hazardous waste is defined by the California Department of Health Services (DOHS) as any waste material or mixture of wastes which is toxic, corrosive, flammable, an irritant, a strong sensitizer, or a material which generates pressure through decomposition, heat, or other means, if such a waste or mixture of wastes may cause substantial injury, serious illness or harm to humans, domestic livestock, or wildlife (X-1).

Hazardous materials are commonly used by industries and businesses, but are also found in the home and work environments (SGPU DEIR, X-1). If used properly, these products are safe and cause little, if any concern (SGPU DEIR, X-1).

**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**

The California Regional Water Quality Control Board, Central Valley Region (CRWQCB) indicated in their *April 1996 Draft Cleanup and Abatement Order for the Natomas Airport* that commercial pesticide applicators were either based at or seasonally used at the Natomas Airport from 1945 through 1981. The Natomas Airport stopped using pesticide applicators after 1981. Since 1982, the Natomas Airport has been used for aircraft storage, maintenance, and fueling.

Soil and groundwater sampling have been conducted on the project site. In Kleinfelder's *Conceptual Remediation Cost Evaluation of the Natomas Airport* completed in June 1994, the report indicated that the site contains significant levels of hydrocarbons and pesticides, including DDT, Toxaphene and Dieldrin in soil and groundwater. A report completed in August 2001 by Wallace Kuhl and Associates, Inc., the *Report of Findings for Natomas Air Park Parcels 14, 28, and 30*, indicated that based on their investigation on these parcels, Parcels 14 and 28 do not appear to contain significant levels of any of the Constituents of Concern (COCs). In this case, the COCs are Toxaphene, DDT, Trimethylbenzene, and Benzene. However, Parcel 30 appears to contain significant levels of COCs. The COCs appear to be localized in two areas on Parcel 30: the sump overflow pipeline and discharge area, and the former fuel tank pit.

A letter from the CRWQCB to Beazer Homes dated August 9, 2004 stated that the data shows that Parcels 14 and 28 have been sampled extensively, but that the samples show that contaminants on these parcels appear to only be detected in the areas of the parcels adjacent to the runway (the eastern boundaries of these parcels). Conversation with CRWQCB staff on February 24, 2005 revealed that Parcel 30 contains the most significant amounts of pollutants, and that Parcels 14 and 28 are clean enough to meet groundwater quality standards.

The Developer would not only have to meet water quality objectives, but also human health standards as well. Therefore, the Developer is required to prepare a Health Risk Assessment report, which would be turned into the Department of Toxic Substances Control (DTSC) or the Office of Environmental Health Hazard Assessment (OEHHA) for review and approval. The CRWQCB oversees the water quality portion of the clean-up.

Since the remaining parcels that make up the project site are clean, the Developer is only required

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to clean-up the contaminated areas (in this case, Parcel 30 and Parcels 14 and 28 adjacent to the runways). Therefore, CRWQCB has approved that the Developer may start work on the clean areas of the project site. To ensure that hazards impacts are less-than-significant, the following mitigation measure shall be implemented:

**Mitigation Measure**

H-1: The Project Developer shall work with the California Regional Water Quality Control Board (CRWQCB) to develop a remediation plan for the project site. The project site's soils on APNs 225-0150-030, and the contaminated portions of -014, and -028 shall be remediated to a level commensurate with residential health standards. If groundwater is encountered and is considered a threat to human health, remediation of the groundwater shall also be completed.

Remediation must be completed to the satisfaction of the CRWQCB before issuance of any permits related to any construction activities, excluding grading, on contaminated areas (APNs 225-0150-030 and portions of -014, and -028) begin. Evidence that the remediation on contaminated areas has been completed to the satisfaction of the CRWQCB must be submitted to the City's Development Services Department, Building Division prior to the start of construction activities, excluding grading. The Project Developer may begin construction activities (excluding grading) in areas that are considered clean (APNs 225-0150-025, -027, and -036 and portions of APNs -014 and -028) with the submittal of a map and letter from the CRWQCB indicating which areas are clean enough to conduct project construction activities (excluding grading). The Project Developer shall cordoned off the contaminated areas prior to beginning grading activities on the clean areas.

Implementation of the above mitigation measure would reduce hazards impacts to a less-than-significant level.

In addition to possibly finding contamination during construction of the project site, hazardous materials such as paints may be used during construction of the project. As indicated above, there are state and federal laws governing the use of hazardous materials. These laws implement training programs, safety procedures, etc. Adherence to these laws would reduce potential accidents regarding hazardous materials and substances to a less-than-significant level. When completed, the project would not generate, use, or store any hazardous materials aside from common household products.

**Questions B & E**

The proposed project is required to meet the Uniform Fire Code standards. Therefore, impacts to fire hazards are considered to be less-than-significant.

**Findings**

The proposed project would result in less-than-significant impacts regarding hazards with the implementation of the above mitigation measure.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>10. NOISE</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**

Noise is defined as unwanted sound. The SGPU DEIR indicated that the three major noise sources in the City of Sacramento are surface traffic, aircraft, and the railroad (AA-1).

**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 use is 60 dB Ldn, while the interior noise standard is 45 dB Ldn;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities

greater than 0.5 inches per second due to highway traffic and rail operations; and

- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

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

In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving sound level. Sound from a single point source (e.g., a generator) typically attenuates at a rate of 6 dB per doubling of distance. Sound from a line source (e.g., a continuous traffic flowing on a highway) typically attenuates at a rate of 3 to 4.5 dB per doubling of distance.

Bollard and Brennan completed a noise study on March 2005. The report evaluated the noise impacts of traffic along Interstate-5 (I-5), Arena Boulevard, and East Commerce Way on the proposed residential uses. The report also evaluated the proposed commercial uses on the proposed residential uses.

Noise measurements were taken to determine typical average and maximum noise levels. The following table summarizes the ambient noise measurements:

<b>Summary of Ambient Noise Measurement Results</b>			
Site #	Location	Average ( $L_{eq}$ )	Maximum ( $L_{max}$ )
1	NW corner of site, 100' from Arena Blvd. centerline	64 dB	72 dB
2	NE corner of site, 100' from Arena Blvd., centerline	65 dB	75 dB
3	SW side of site, 1440' from I-5 centerline	56 dB	66 dB

The Bollard and Brennan report indicates that the ambient noise survey shows that traffic on I-5 and Arena Boulevard are the most significant noise sources in the immediate project vicinity.

The following discussion is the results of the noise report:

#### Noise Impacts on the Proposed Residential Exterior

Bollard and Brennan determined the 2025 (future) traffic noise levels on the project site using a model. The following table shows the predicted future traffic noise levels:

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<b>Predicted Future Traffic Noise Levels</b>				
<i>Roadway</i>	<i>Location</i>	<u>Distance to Noise Contours<sup>1</sup></u>		
		<i>Noise Level (L<sub>dn</sub>)</i>	<i>60 dB L<sub>dn</sub></i>	<i>65 dB L<sub>dn</sub></i>
I-5	Nearest Private Patios	67 dB	2632 ft.	1221 ft.
East Commerce Way	Nearest Private Patios	61 dB	99 ft.	46 ft.
Arena Blvd.	Nearest Private Patios	69 dB	311 ft.	144 ft.

<sup>1</sup> Predicted distances to noise level contours are from the roadway centerline.

The noise levels of the proposed residential exteriors would exceed the City's normally acceptable noise standard of 60 dB L<sub>dn</sub>. However, since the proposed residences adjacent to East Commerce Way and Arena Boulevard front these streets, the fronts of the proposed residences would serve as barriers to traffic along these streets as well as along I-5.

Conversation with Paul Bollard of Bollard and Brennan (April 27, 2005) indicated that the facades of the proposed residences that front East Commerce Way and Arena Boulevard would provide a noise attenuation of 10 dB L<sub>dn</sub>. That would reduce noise from I-5 to 57 dB L<sub>dn</sub>, from East Commerce Way to 51 dB L<sub>dn</sub>, and from Arena Boulevard to 59 dB L<sub>dn</sub>. Noise impacts on the residential exteriors would be less-than-significant.

At this point, there are no detailed plans concerning the proposed multi-family (on Lot A1). However, a conceptual layout was used in the noise analysis to determine whether there would be any noise impacts on the multi-family component of the project.

The noise study indicated that the noise impacts on the multi-family common outdoor activity areas would be approximately 51 dB, due to the common outdoor activity areas being located internally within the complex. When a Planning Director's Special Permit (PDSP) entitlement is being requested by the Applicant at a later date, more details will be available at that time and the multi-family component will be evaluated to ensure that noise impacts to the outdoor activity area would still be less-than-significant.

Noise Impacts on the Proposed Residential Interior

The noise study indicated that typical facades and construction in accordance with prevailing industry practices would result in an interior noise attenuation of approximately 25 dB with windows closed, and approximately 15 dB with windows open. Therefore, it is usually assumed that an interior noise standard of 45 dB L<sub>dn</sub> can be achieved with standard construction practices where the exterior noise level is 70 dB L<sub>dn</sub> or less.

The noise study further indicated that the second and third floors would be exposed to noise levels that are approximately 2 to 3 dB L<sub>dn</sub> higher than the first floor receivers due to reduced ground

attenuation.

Given the above information, noise at the second and third floors of the residences closest to I-5 would be about 70 dB L<sub>dn</sub>. Residences adjacent to East Commerce Way would be exposed to traffic noise on the second and third floors at approximately 64 dB L<sub>dn</sub>. Noise for residences facing Arena Boulevard would be approximately 73 dB L<sub>dn</sub>. Since noise levels would exceed the City's residential interior noise standard for residences facing Arena Boulevard, the following mitigation measures shall be implemented to ensure less-than-significant impacts:

### **Mitigation Measures**

N-1: A minimum of STC 32 rated windows shall be installed on all second and third floors of residences that face Arena Boulevard.

N-2: Air conditioning shall be provided at all residences to allow the ability to close windows.

Implementation of the above mitigation measures would reduce residential interior noise impacts to a less-than-significant level.

The other noise source that could impact residences is the proposed commercial use in the northwest corner of the project site. At this point, there are no specifics concerning the commercial use. When entitlements for the commercial component of the project are requested, the commercial component will be evaluated to determine how noise, if at all, would impact the nearby residences.

### Noise Impacts of the Proposed Project on the Existing Area

Operation of the proposed project is not anticipated to create noise impacts on the surrounding uses because the project is mostly residential use. Residential use is subject to the City's Noise Ordinance. The commercial component of the project site may have a noise impact on the adjacent proposed residences, but not outside of the project site. The noise impacts of the commercial component was discussed on page 36.

The proposed project also includes a park component along the southeastern portion of the project site. When details are available concerning the park improvements, a more detailed noise analysis would take place. Therefore, the noise impacts of the proposed project are anticipated to be less-than-significant.

Construction of these improvements, however, would likely increase noise levels in the short-term. The City of Sacramento Noise Ordinance exempts construction-related noise if the construction takes 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. Short-term noise impacts would be less-than-significant with adherence to the Noise Ordinance, which is required.

### **Findings**

The proposed project would result in less-than-significant noise impacts with the implementation of the above mitigation measures.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>11. PUBLIC SERVICES</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**

Public uses include police stations, fire stations, libraries, schools, and community centers. Public services in the project area are provided by the City of Sacramento.

**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.

**Answers to Checklist Questions**

**Questions A, B, D & E**

Occasional emergency services, such as police and fire, may be needed to serve the site. The needed governmental services for the project site were analyzed in the North Natomas Community Plan. The project developer would be paying infrastructure fees based on the North 1995 Natomas Nexus Study (updated in 2002) and the 2004 North Natomas Financing Plan. These plans provide a guide and a fee program on funding of infrastructure and public facilities within the North Natomas Community Plan area. As the proposed project would be subject to these fees, the provision of adequate public services and facilities are anticipated.

**Question C**

The proposed project would add students to the Natomas Unified School District. The North Natomas Community Plan anticipated the site to be developed at the density the project is proposing; therefore, the impacts to schools are anticipated to be less-than-significant.

**Mitigation Measures**

No mitigation is required.

**Findings**

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**

*Telephone.* Pacific Bell provides telephone service to the project site and throughout the surrounding area. Telephone service to the project area is provided primarily with aboveground transmission lines.

*Water.* The City provides water from a combination of surface and groundwater sources (SGPU DEIR, H-1). Currently the City operates two active water diversion and treatment facilities. The Sacramento River Water Treatment Plant has a reliable capacity of 110 million gallons per day (mgd), and the E.A. Fairbairn Water Treatment Plant has a reliable capacity of 90. In addition to these water treatment facilities, the City also operates and maintains 10 storage reservoirs, 25 active municipal water wells, and approximately 1,420 miles of water mains ranging from 4 to 60-inches in diameter. This results in a total of 445 mgd of reliable water treatment capacity (wells and treatment plants). The City also owns water rights to 192,000 acre-feet per year (AFY) of Sacramento and American river water, and this amount will increase incrementally until 2030 for a total of 326,899 AFY. For the fiscal year 2002-2003 citywide water demand was 135,536.6 AFY (city only usage 133,023.6), resulting in an excess supply of 56,462\_AFY of water.

*Sanitary Sewer.* The Sacramento Regional County Sanitation District (SRCSD) and County Sanitation District No. 1 (CSD-1) provide sewage treatment for the North Natomas area.

*Stormwater Drainage.* There is an existing storm drain on Arena Boulevard and Sports

Parkway.

*Solid Waste.* 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.

### **Answers to Checklist Questions**

#### **Question A**

The proposed project would not impact the existing communication system, as there are none on-site. The existing communication system should adequately serve the proposed project, as development of the site was planned for in the North Natomas Community Plan.

#### **Question B**

In 1995, the State of California enacted Senate Bill (SB) 901, which amended provisions of the Public Resources Code (relating to the California Environmental Quality Act (CEQA)), the Government Code (relating to subdivision approval), and the Water Code (relating to Urban Management Plans (UWMP)). The bill was intended to ensure coordination during the land use planning process between water suppliers and local land use planning agencies (i.e., cities and counties) when considering certain large-scale development projects.

SB 901 established two mechanisms to link water supply availability and development approvals. First, it made certain changes to the requirements for urban water suppliers to prepare UWMPs that contain detailed information regarding their supplies. Second, it obligated cities and counties to request a Water Supply Assessment (WSA) from all potential suppliers of water for any large project requiring an environmental document pursuant to CEQA.

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Under SB 901, a city or county is required to obtain a WSA whenever it receives an application for approval of a development project that is subject to CEQA and proposes a residential development of more than 500 units (or other type of development having a similar impact on water supplies). The bill also amended CEQA to require cities and counties to incorporate the procedures set forth in SB 901 into their CEQA review process. Finally, it amended state planning and zoning law to require local governments to work with water agencies when they propose to adopt or amend a general plan.

In January 2001, the State of California adopted SB 610, which amended the SB 901 provisions (and Section 10910 of the Water Code) with respect to UWMPs and WSAs. For WSAs, SB 610 clarified when a WSA is required and what information it must contain. SB 610 requires consideration of water supplies for proposed developments of more than 500 dwelling units/dwelling unit equivalents, or other projects as defined by SB 610. The analysis is required to consider the proposed project as well as other anticipated growth in the water supplier's service area. The content requirements for a WSA include, but are not limited to, identification of existing and future water supplies of the water supplier, quantification of water demand and supply by source in 5-year increments over a 20-year period, description of groundwater conditions if groundwater is to serve as the major source of water, and a determination of whether adequate water supplies will be available over that 20-year period to serve the project, including under drought conditions, given other anticipated demands for water within the water supplier's service area. SB 610 indicates that the water supplier's UWMP can be used as a primary source of the information required in the WSA.

Future water demand for the City of Sacramento is calculated in the City's UWMP. Water use projections for the City build out (2016) and ultimate build out (2030) were made in 1991 and 1993 by Boyle Engineering Corporation. These projections were based on estimated unit water use factors for a variety of land uses; State Department of Finance population estimates; the City of Sacramento's 1986 General Plan land use projections; available metered water use records; and the City water production figures. Unit water use factors were applied to population and land use projections to arrive at a project total water demand for build out and ultimate build out. Build out is defined according to the land uses defined in the City's General Plan in approximately 2016. Ultimate build out is defined as occurring past 2030. The following table shows the water demand for the City:

<b>Year</b>	<b>Authorized Surface Water Use (acre-foot/year)</b>	<b>Projected Total Water Use (acre-foot/year)</b>
2000	183,500	136,776
2005	205,500	150,198
2010	227,500	163,123
2015	257,500	172,824
2020	278,000	175,819

The above table shows that even at ultimate build out, the supply of water exceeds the demand for water. The projected demand for the proposed project is 0.70 acre-feet/household/year, including parks, common area landscaping, and the commercial site. The City's excess water supply is expected to be adequate to accommodate for the increased water demand from the project.

**Question C**

On-site water quality treatments would be required as part of the project's improvement plans. The on-site water quality treatments would ensure that water generated on the site and stormwater from the site would not substantially degrade the water quality in the local creeks.

**Question D**

The new residences would be served by a new subdivision specific sanitary sewer system connecting to the SCRSD sewer system. A subdivision specific sewer study will be prepared to show that the subdivision can meet all County Sanitation District requirements. The proposed project is also required to annex into the SCRSD and CSD-1 prior to recordation of the subdivision map or prior to approval of the improvement plans (whichever comes first). Finally, the proposed project is required to participate in the North Natomas Financing Plan and North Natomas Nexus Study. The North Natomas Financing Plan and the North Natomas Nexus Study were put into place to ensure that the infrastructure needed for the expected build-out of the North Natomas Community Plan would be fully funded and adequate to serve the area. Therefore, a less-than-significant sewer impact is expected.

**Question E**

The proposed project is required to provide adequate drainage facilities so that the existing drainage system is not overwhelmed due to the project.

**Question F**

The proposed project is not large enough in size to generate more than 500 tons of solid waste a year. In addition, the proposed project is required to comply with the City's Recycling and Solid Waste Disposal Regulations to provide a recycling plan. Impacts concerning solid waste would be less-than-significant.

**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. AESTHETICS, LIGHT AND GLARE</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**

Aesthetic values are found in scenic qualities of natural and urbanized environments and include natural areas, architecture, and historic sites (SGPU DEIR, S-1). The City of Sacramento has many positive aesthetic features (SGPU DEIR, S-1).

**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 and B**

The proposed project is not within an identified scenic corridor or viewshed so impacts to an identified scenic corridor or viewshed would be less-than-significant. The proposed project would not have a negative aesthetic effect, as the project area is mostly developed.

### **Question C**

The proposed project would include the installation of lighting. However, the lighting is not anticipated to cause glare because they are mostly residential type lighting. There are not enough details to determine the lighting for the commercial and parks component of the project. However, when more specific details regarding these two components of the proposed PUD are available, analysis of the lighting will be conducted.

### **Question D**

The proposed project does not include any features that would be tall enough to cause a permanent shadow on public areas, residences, or child care places.

## **Mitigation Measures**

No mitigation is required.

## **Findings**

The project is determined to have a less-than-significant impact to aesthetics, light, or glare.

NATOMAS FIELD PROJECT (P04-236)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>14. CULTURAL RESOURCES</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 project site 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. These areas include areas along the Sacramento and American Rivers, North Natomas, portions of North Sacramento which lie north of I-80 along drainage courses, the American River floodplain, the southwest portion of South Natomas, the Florin Road vicinity, and the unsurveyed drainage ditches of South Sacramento.

A historical resources survey was completed by Peak and Associates on August 13, 2004 for the Strawberry Field project east and adjacent to this project site. The survey report indicated that the Natomas Airport was opened in 1945 and was a general aviation airfield originally known as Branstetter Field. In part because of the training that many returning pilots had received during World War II, interest in recreational aviation grew. As a result, many small airports during this time period opened to satisfy the growing demand.

**Standards of Significance**

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

NATOMAS FIELD PROJECT (P04-236)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

---

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 report prepared by Peak and Associates indicated that under the criteria of the California Register of Historical Resources, there is no apparent association with important events or people in local, State or National history. The report stated that the Natomas Airport fulfilled a number of local needs and that the on-site buildings are utilitarian in nature with no particular architectural distinction. Further, the report stated that the nearby development compromised the setting of the Natomas Airport.

The City of Sacramento's Historic Preservation Director reviewed the report prepared by Peak and Associates and concurred with the conclusions of the report. Therefore, mitigation measures concerning the Natomas Airport would not be necessary.

However, given the past use of the site, the possibility of finding a historical or prehistorical resources on the project site cannot be entirely excluded. Therefore, the following mitigation measures shall be implemented to ensure less-than-significant impacts:

**Mitigation Measures**

CR-1: If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

CR-2: If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.

**Question E**

There are no 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.

**Findings**

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

NATOMAS FIELD PROJECT (P04-236)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>15. RECREATION</b>			
<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.

**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 not affect existing recreational opportunities because there are no existing recreational amenities within the project site. The proposed project would increase the population of the area and as a result, the demand for recreational services may increase as well. The project includes a 9.8 +/- net acre lot for parkland use. In-lieu fees will be paid by the Applicant for the remainder parkland acreage.

**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
<b>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b>			
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?		✓	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
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.)			✓
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		✓	

**Mandatory Findings of Significance Discussion**

- A. As discussed in the Biological Resources section, the project would not 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, or threaten to eliminate a plant or animal community because the project includes mitigation measures to reduce impacts on special-status species to a less-than-significant level. There are no known cultural resources on the project site. However, mitigation measures are included in the document in the case that previously unidentified cultural resources are uncovered during construction.
- B. As discussed in the preceding section, the project does not have the potential to achieve short-term, to the disadvantage of long-term environmental goals.
- C. When impacts are considered along with, or in combination with other impacts, the project-related impacts are less-than-significant. The proposed project will not add substantially to any cumulative effects. Project related impacts would be mitigated to a less-than-significant level; therefore cumulative effects are not considered a significant impact.
- 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. There are no known paleontological resources on the site. However, mitigation measures are included in the case they are uncovered during construction.

**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 checked="" 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 checked="" type="checkbox"/> Water                | <input type="checkbox"/> Utilities and Service Systems                 |
| <input checked="" type="checkbox"/> Air Quality          | <input type="checkbox"/> Aesthetics, Light & Glare                     |
| <input 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.

Puysan Cook  
Signature

5/16/05  
Date

Puysan "Susanne" Cook  
Printed Name

NATOMAS FIELD PROJECT (P04-236)  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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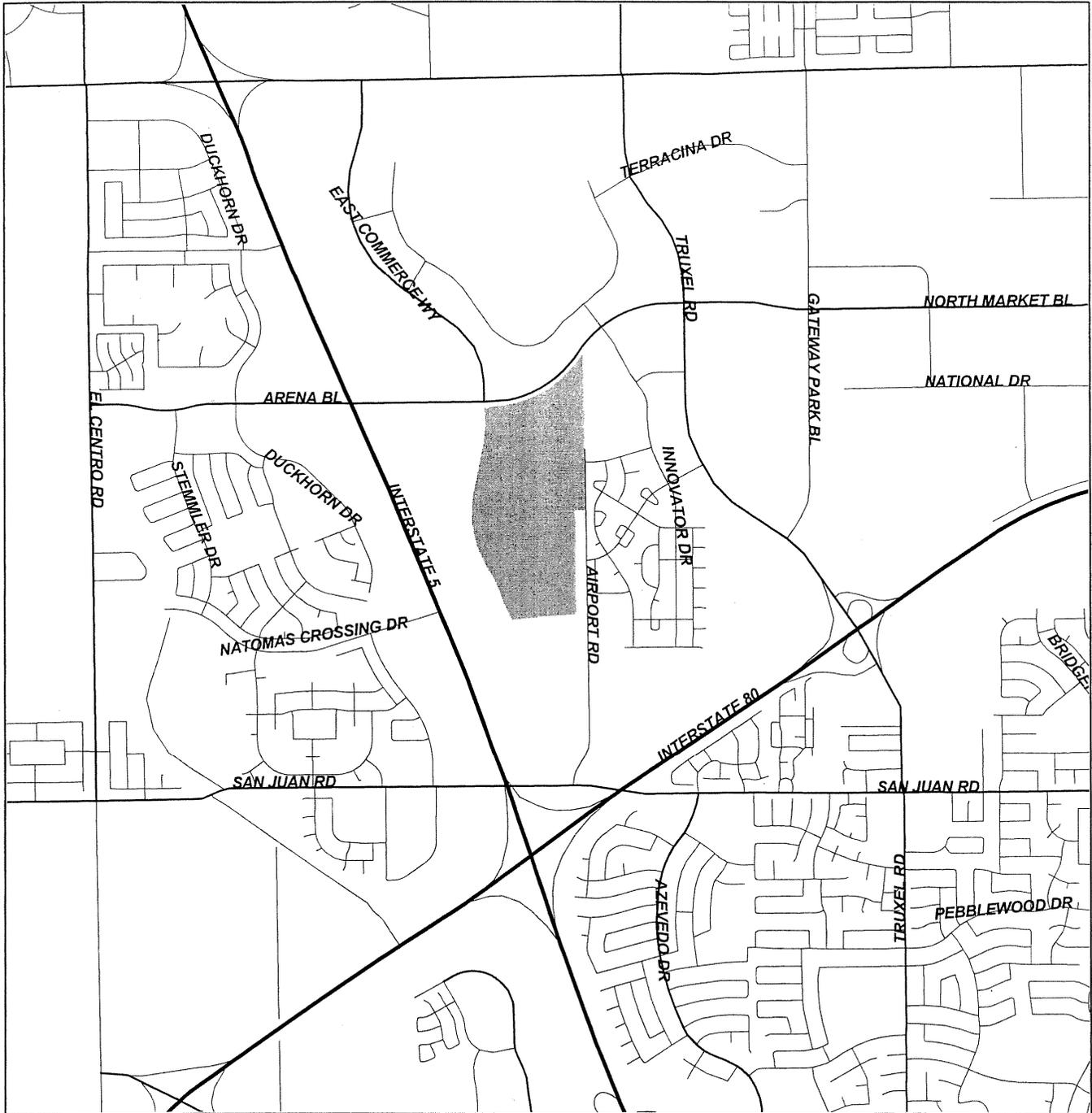
References Cited

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- Argonaut Ecological Consulting, Inc. *Biological Evaluation of the Natomas Field Site*, March 2, 2005.
- Bollard and Brennan. *Environmental Noise Assessment, Natomas Field Project*, March 24, 2005.
- Gibson & Skordal, LLC. *Jurisdictional Delineation and Special Status Species Evaluation, Beazer-Natomas Field Property*, June 2, 2004.
- Sacramento, City of. *North Natomas Community Plan*, 1994.
- Sacramento, City of. *Sacramento General Plan Update DEIR*, 1987.
- Sacramento Metropolitan Air Quality Management District (SMAQMD). *Guide to Air Quality Assessment*, July 2004.
- Wallace Kuhl & Associates Inc., *Report of Findings, Natomas Air Park Parcels 14, 28, and 36*, August 22, 2001.

# **ATTACHMENT A**

## ***Vicinity Map/Site Photos***



Planning & Building  
Department

Geographic  
Information  
Systems

December 16, 2004

# Vicinity Map P04-236





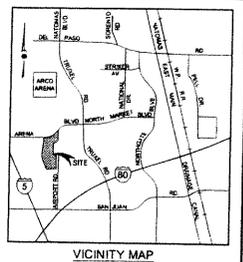
**Photo 1:** View of Project Site Looking West

# **ATTACHMENT B**

## ***Project Plan***

# Beazer-NATOMAS FIELD

TENTATIVE SUBDIVISION MAP for  
CITY OF SACRAMENTO, CALIFORNIA



**DEVELOPER**  
BEAZER HOMES  
ATTN: CAROL HILL  
3721 DOUGLAS BLVD. STE. 100  
ROSEVILLE, CA. 95661  
(916) 746-4371 OFFICE  
(916) 773-4034 FAX

**APPLICANT / ENGINEER**  
MRO ENGINEERS  
ATTN: TONY MEYERS  
2202 PLAZA DRIVE  
ROCKLIN, CA. 95765-4404  
(916) 783-3838 OFFICE  
(916) 783-5003 FAX

**ASSESSOR'S PARCEL NOS.**  
225-0150-014, 25, 27, 28  
(PORTIONS OF 225-0150-036 & 18  
DUE TO LOT LINE ADJUSTMENT)

**AREA**  
98.9 AC. (GROSS)

**EXISTING ZONING**  
OS R-1-PUD, R-2B-PUD  
C-1-PUD

**PROPOSED ZONING**  
OS, R-1A-PUD, R-2B-PUD  
C-1-PUD

**EXISTING GENERAL PLAN**  
LOW DENSITY RESIDENTIAL  
MEDIUM DENSITY RESIDENTIAL  
COMMUNITY/NEIGHBORHOOD  
COMMERCIAL & OFFICE  
PARKS-RECREATION  
OPEN SPACE

**PROPOSED GENERAL PLAN**  
LOW DENSITY RESIDENTIAL  
COMMUNITY/NEIGHBORHOOD  
COMMERCIAL & OFFICE  
PARKS-RECREATION  
OPEN SPACE

**NORTH NATOMAS COMMUNITY PLAN**  
LOW DENSITY RESIDENTIAL  
MEDIUM DENSITY RESIDENTIAL  
HIGH DENSITY RESIDENTIAL  
COMMUNITY/NEIGHBORHOOD  
COMMERCIAL & OFFICE  
GENERAL PUBLIC FACILITIES  
PARKS/OPEN SPACE

**PROPOSED NATOMAS COMMUNITY PLAN**  
LOW DENSITY RESIDENTIAL  
MEDIUM DENSITY RESIDENTIAL  
COMMUNITY/NEIGHBORHOOD  
COMMERCIAL & OFFICE  
PARKS/OPEN SPACE

**CITY OF SACRAMENTO**  
WATER  
SEWER  
DRAINAGE  
SCHOOLS  
PARK & RECREATION  
FIRE PROTECTION  
POLICE PROTECTION  
SCHOOL DISTRICT  
NATOMAS UNIFIED  
SCHOOL DISTRICT  
**ELECTRICITY**  
SMUD  
**GAS**  
P.G. & E.  
**TELEPHONE**  
S.B.C.

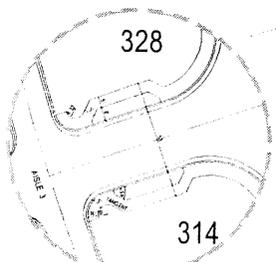
R/W AND P.U.E. TO THE CITY  
OF SACRAMENTO BOOK 85042B  
O.R. PAGE 783

SMUD EASEMENT PER  
BOOK 2700 O.R. PAGE 493  
(NO WIDTH GIVEN)

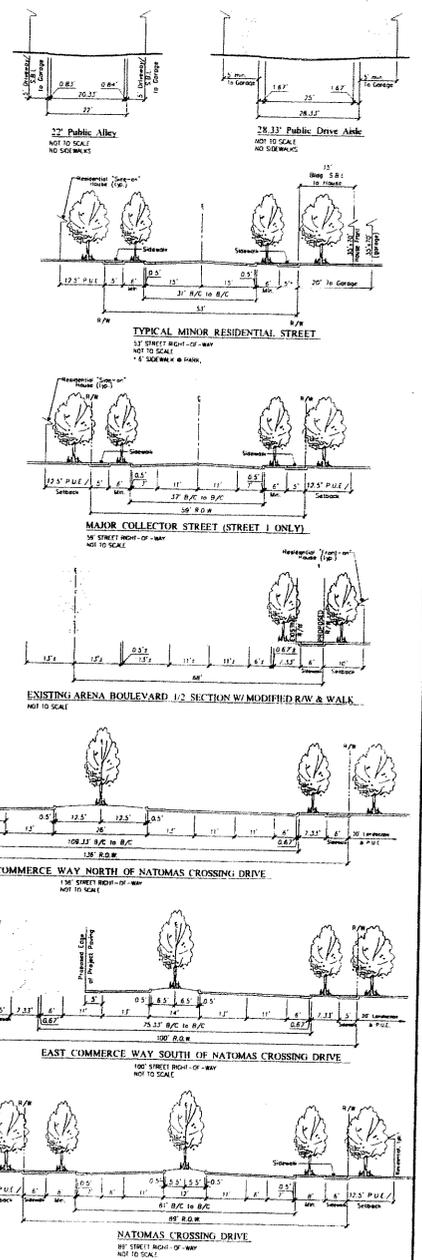
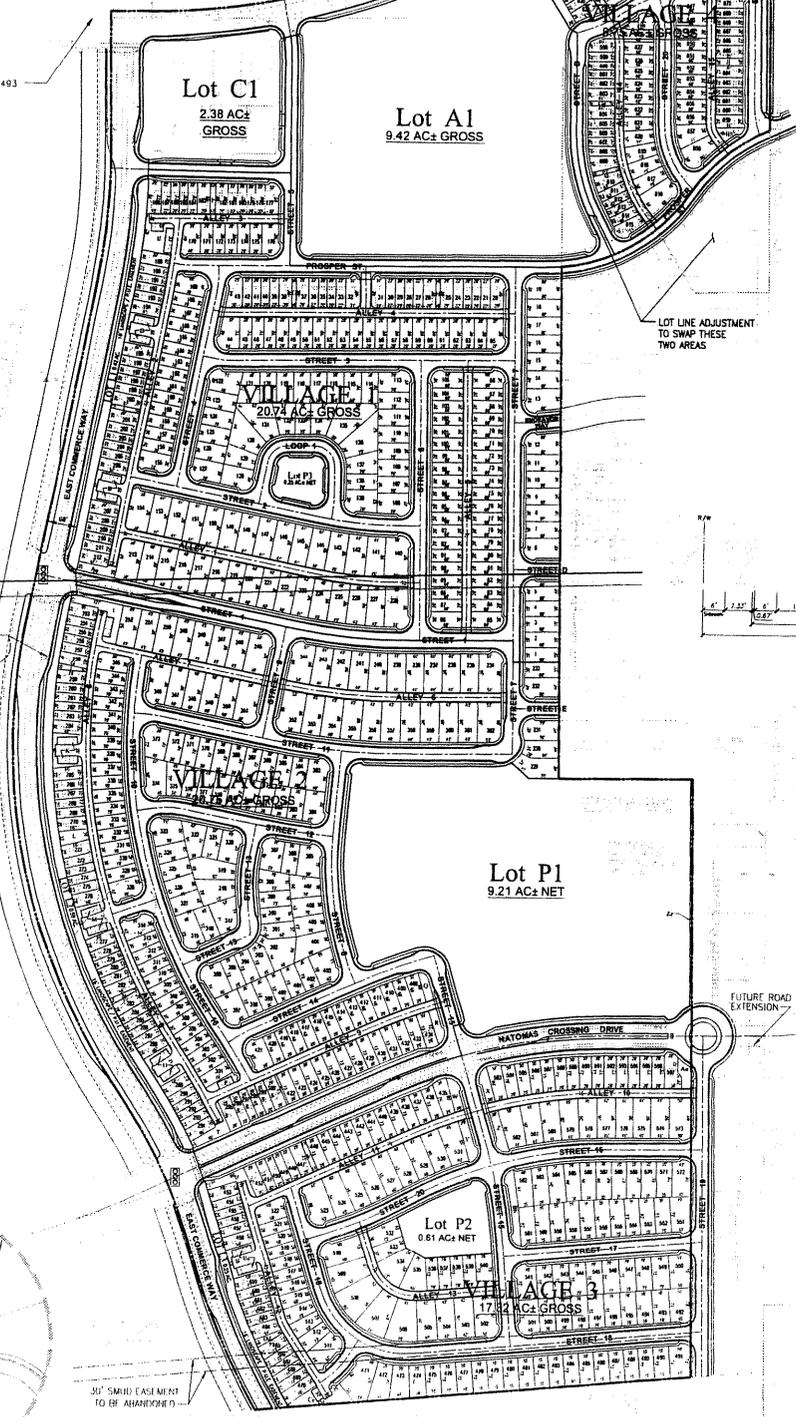
APPROVED INTERSECTION PER  
APPLICATION PD1-028

IRREVOCABLE OFFER OF  
DEDICATION TO PUBLIC ROAD  
PER 89-1013 O.R. 2182  
RECIPROCAL EASEMENT  
AGREEMENT  
PER 89-0307 O.R. 1426

**LEGEND**  
Property Line  
Village Limit  
Road Right-of-Way  
Lot Line  
Road Center Line  
Proposed Signal



TYPICAL SIGNAL STREET INTERSECTION  
SCALE: 1" = 20'



**Land Use Summary**

Village/Lots	Acres	30' x 40'	40' x 60'	35' x 50'	Units	Total Units
Village 1	20.74	88	31	53	68	239
Village 2	17.32	58	18	42	48	156
Village 3	17.32	48	18	42	24	163
Lot P1 (Park A)	9.21	24	8	3	84	200
Lot P2 (Park B)	9.21	24	8	3	84	200
Lot P3 (Park C)	9.21	24	8	3	84	200
Lot P4 (Park D)	9.21	24	8	3	84	200
Lot P5 (Park E)	9.21	24	8	3	84	200
Lot P6 (Park F)	9.21	24	8	3	84	200
Lot P7 (Park G)	9.21	24	8	3	84	200
Lot P8 (Park H)	9.21	24	8	3	84	200
Lot P9 (Park I)	9.21	24	8	3	84	200
Lot P10 (Park J)	9.21	24	8	3	84	200
Area Bldg.	2.82					
Area Comm.	4.92					
<b>Total</b>	<b>98.90</b>	<b>217</b>	<b>95</b>	<b>179</b>	<b>216</b>	<b>997</b>

Average includes the Lot Line Adjustment.

**NOTES:**  
1. LOTTING PLAN DESIGNED INCORPORATES THE CITY'S NEW ROAD STANDARDS.  
2. ALL LINE WORK IS PRELIMINARY, NOT FOR CONSTRUCTION AND MUST BE VERIFIED.

REVISED MARCH 2005  
REVISED FEBRUARY 2005  
REVISED JANUARY 2005  
DATE: NOVEMBER 2004



**MRO ENGINEERS, INC.**  
2202 Plaza Drive  
Manteca, CA 95030  
Phone: (916) 783-3838  
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ENGINEERS  
PLANNING SURVEYING

# **ATTACHMENT C**

## ***Urbemis 2002 Calculations***

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfield.urb  
Project Name: Natomas Field  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10
TOTALS (lbs/day,unmitigated)	46.04	9.55	11.76	0.19	0.04

OPERATIONAL (VEHICLE) EMISSIONESTIMATES

	ROG	NOx	CO	S02	PM10
TOTALS (lbs/day,unmitigated)	67.00	73.28	745.31	0.40	68.05

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10
TOTALS (lbs/day,unmitigated)	113.04	82.84	757.07	0.58	68.09

URBEMIS 2002 For Windows 7.5.0

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfield.urb  
Project Name: Natomas Field  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)						
Source	ROG	NOx	Co	S02	PM10	
Natural Gas	0.73	9.46	4.02	-	0.02	
Wood Stoves	No summer emissions					
Fireplaces	No summer emissions					
Landscaping	0.94	0.10	7.74	0.19	0.02	
Consumer Prdcts	44.37	-	-	-	-	
TOTALS (lbs/day, unmitigated)	46.04	9.55	11.76	0.19	0.04	

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	S02	PM10
Single family housing	38.45	42.65	435.59	0.23	39.67
Apartments low rise	12.70	13.43	137.20	0.07	12.50
Condo/townhouse general	11.77	11.92	121.73	0.07	11.09
Commercial	4.07	5.28	50.79	0.03	4.80
TOTAL EMISSIONS (lbs/day)	67.00	73.28	745.31	0.40	68.05

Does not include correction for passby trips. Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate		Size	Total Trips
Single family housing	9.13 trips	dwelling units	491.00	4,482.83
Apartments low rise	7.06 trips	dwelling units	200.00	1,412.00
Condo/townhouse general	5.80 trips	dwelling units	216.00	1,252.80
Commercial	40.00 trips	1000 sq. ft.	17.30	692.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5f751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8		7.1	7.9	14.7	6.66.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			

% of Trips - Commercial (by land use)

Strip mall	2.0	1.01	97.0
------------	-----	------	------

Page: 4

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove option switch changed from on to off. The fireplace option switch changed from on to off.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.

The operational winter selection item changed from 2 to 1.

The operational summer selection item changed from 7 to 6.

The double counting internal work trip limit changed from to 13.84.

The double counting shopping trip limit changed from to 6.92.

The double counting other trip limit changed from to 671.24.

The travel mode environment settings changed from both to: none

URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
Project Name: Natoma Field Phase 1  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
2005							
TOTALS (lbs/day,unmitigated)	19.64	156.75	169.92	0.00	65.30	7.29	58.01
2006							
TOTALS (lbs/day,unmitigated)	505.37	27.58	42.56	0.04	1.11	1.02	0.09

## URBEMIS 2002 For Windows 7.5.0

File Name: <Not Saved>  
 Project Name: Natoma Field Phase 1  
 Project Location: Lower Sacramento Valley Air Basin  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2005  
 Construction Duration: 8  
 Total Land Use Area to be Developed: 98.9 acres  
 Maximum Acreage Disturbed Per Day: 5.8 acres  
 Single Family Units: 0 Multi-Family Units: 259  
 Retail/Office/Institutional/Industrial Square Footage: 0

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	58.00	-	58.00
Off-Road Diesel	19.47	123.16	165.51	-	5.35	5.35	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.17	0.26	4.41	0.00	0.02	0.01	0.01
Maximum lbs/day	19.64	123.42	169.92	0.00	63.37	5.36	58.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	18.68	156.37	127.97	-	7.29	7.29	0.00
Bldg Const Worker Trips	0.65	0.38	8.17	0.00	0.09	0.01	0.08
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	19.33	156.75	136.14	0.00	7.37	7.29	0.08
max lbs/day all phases	19.64	156.75	169.92	0.00	65.30	7.29	58.01
- ** 2006 ***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	499.84	-	-	-	-	-	-
Arch Coatings Worker Trips	0.61	0.37	7.75	0.00	0.09	0.01	0.08
Asphalt Off-Gas	0.76	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	24.60	33.99	-	0.95	0.95	0.00
Asphalt On-Road Diesel	0.13	2.60	0.48	0.04	0.06	0.06	0.00
Asphalt Worker Trips	0.03	0.02	0.33	0.00	0.00	0.00	0.00
Maximum lbs/day	505.37	27.58	42.56	0.04	1.11	1.02	0.09
Max lbs/day all phases	505.37	27.58	42.56	0.04	1.11	1.02	0.09

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun 105

Phase 2 Duration: 1.0 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
5	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
4	Rollers	114	0.430	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '05

Phase 3 Duration: 7 months

Start Month/Year for SubPhase Building: Jul 105

SubPhase Building Duration: 6 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
9	Other Equipment	190	0.620	8.0

Start Month/Year for SubPhase Architectural Coatings: Jan 106

SubPhase Architectural Coatings Duration: 1 months

Start Month/Year for SubPhase Asphalt: Jan 106

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 3.2

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	6.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction The user has overridden the Default Phase Lengths

URBEMIS 2002 For Windows 7.5.0

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfieldphasel.urb  
Project Name; Natoma Field Phase2  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

2006	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	1,237.95	181.36	207.73	0.11	8.23	8.06	0.17

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfieldphasel.urb  
 Project Name: Natoma Field Phase2  
 Project Location: Lower Sacramento Valley Air Basin  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: April, 2006  
 Construction Duration: 4  
 Total Land Use Area to be Developed: 98.9 acres  
 Maximum Acreage Disturbed Per Day: 5.8 acres  
 Single Family Units: 0 Multi-Family Units: 251  
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source 2006***	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
on-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
on-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	18.68	149.46	133.02	-	6.91	6.91	0.00
Bldg Const Worker Trips	1.55	1.83	33.12	0.02	0.13	0.05	0.08
Arch Coatings Off-Gas	1,211.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.53	0.24	6.17	0.00	0.09	0.01	0.08
Asphalt Off-Gas	1.85	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	24.60	33.99	-	0.95	0.95	0.00
Asphalt On-Road Diesel	0.32	5.24	1.16	0.09	0.15	0.14	0.01
Asphalt Worker Trips	0.02	0.01	0.27	0.00	0.00	0.00	0.00
maximum lbs/day	1,237.95	181.36	207.73	0.11	8.23	8.06	0.17
Max lbs/day all phases	1,237.95	181.36	207.73	0.11	8.23	8.06	0.17

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Apr '06

Phase 3 Duration: 4 months

Start Month/Year for SubPhase Building: Apr '06

SubPhase Building Duration: 4 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
9	Other Equipment	190	0.620	8.0

Start Month/Year for SubPhase Architectural Coatings: Jul 106

SubPhase Architectural Coatings Duration: 0.4 months

Start Month/Year for SubPhase Asphalt: Jul 106

SubPhase Asphalt Duration: 0.2 months

Acres to be Paved: 3.1

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

URBEMIS 2002 For Windows 7.5.0

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfieldphase3.urb  
Project Name: Natoma. Field Phase 3  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

2006	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	1,213.91	182.62	209.64	0.11	8.23	8.06	0.17

URBEMIS 2002 For Windows 7.5.0

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfieldphase3.urb  
 Project Name: Natoma Field Phase 3  
 Project Location: Lower Sacramento Valley Air Basin  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: September, 2006  
 Construction Duration: 4  
 Total Land Use Area to be Developed: 98.9 acres  
 Maximum Acreage Disturbed Per Day: 5.8 acres  
 Single Family Units: 0 Multi-Family Units: 246  
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	18.68	149.46	133.02	-	6.91	6.91	0.00
Bldg Const Worker Trips	1.57	1.90	33.78	0.02	0.13	0.05	0.08
Arch Coatings Off-Gas	1,186.88	-	-	-	-	-	-
Arch Coatings Worker Trips	0.58	0.35	7.36	0.00	0.09	0.01	0.08
Asphalt Off-Gas	1.85	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	24.60	33.99	-	0.95	0.95	0.00
Asphalt on-Road Diesel	0.32	6.30	1.16	0.09	0.15	0.14	0.01
Asphalt Worker Trips	0.03	0.02	0.33	0.00	0.00	0.00	0.00
Maximum lbs/day	1,213.91	182.62	209.64	0.11	8.23	8.06	0.17
Max lbs/day all phases	1,213.91	182.62	209.64	0.11	8.23	8.06	0.17

Phase 2 - Site Grading Assumptions: Phase Turned OFF  
 Phase 3 - Building Construction Assumptions  
 Start Month/Year for Phase 3: Sep '06  
 Phase 3 Duration: 4 months

Start Month/Year for SubPhase Building: Sep '06  
 SubPhase Building Duration: 4 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
9	Other Equipment	190	0.620	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec 106

SubPhase Architectural Coatings Duration: 0.4 months

Start Month/Year for SubPhase Asphalt: Dec '06

SubPhase Asphalt Duration: 0.2 months

Acres to be Paved: 3.1

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

URBEMIS 2002 For Windows 7.5.0

File Name:C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\natomasfieldphase4.urb  
Project Name: Natoma Field Phase 4  
Project Location: Lower Sacramento Valley Air Basin  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

2007	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	1,280.37	127.25	163.83	0.03	5.43	5.26	0.17

URBEMIS 2002 For Windows 7.5.0

File Name:C:\Program Files\URBEMIS 2002 For windows\Projects2k2\natomasfieldphase4.urb  
 Project Name: Natoma Field Phase 4  
 Project Location: Lower Sacramento Valley Air Basin  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: February, 2007  
 Construction Duration: 4  
 Total Land Use Area to be Developed: 98.9 acres  
 Maximum Acreage Disturbed Per Day: 5.8 acres  
 Single Family Units: 0 Multi-Family Units: 246  
 Retail/Office/Institutional/Industrial Square Footage: 17300

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	Co	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	12.45	95.03	92.16	-	4.23	4.23"	0.00
Bldg Const Worker Trips	1.54	2.89	31.54	0.02	0.13	0.05	0.08
Arch Coatings Off-Gas	1,259.62	-	-	-	-	-	-
Arch Coatings Worker Trips	0.51	0.24	6.04	0.00	0.09	0.01	0.08
Asphalt Off-Gas	1.96	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	24.09	33.99	-	0.83	0.83	0.00
Asphalt On-Road Diesel	0.31	5.10	1.15	0.01	0.14	0.13	0.01
Asphalt Worker Trips	0.02	0.01	0.26	0.00	0.00	0.00	0.00
Maximum lbs/day	1,280.37	127.25	163.83	0.03	5.43	5.26	0.17
max lbs/day all phases	1,280.37	127.25	163.83	0.03	5.43	5.26	0.17

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Feb '07

Phase 3 Duration: 4 months

Start Month/Year for SubPhase Building: Feb '07

SubPhase Building Duration: 4 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
6	Other Equipment	190	0.620	8.0

Start Month/Year for SubPhase Architectural Coatings: May '07

SubPhase Architectural Coatings Duration: 0.4 months

Start Month/Year for SubPhase Asphalt: May '07

SubPhase Asphalt Duration: 0.2 months

Acres to be Paved: 3.3

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction