

Downtown Ford Auto Dealership Project  
Mitigated Negative Declaration  
and Draft Initial Study

Prepared for:

City of Sacramento Development Services Department

Prepared by:

EIP Associates

April 2005

Revised: July 1, 2005





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**CITY OF SACRAMENTO**  
CALIFORNIA

DEVELOPMENT SERVICES  
DEPARTMENT

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

916-808-5842  
FAX 916-264-7185

July 29, 2005

**NOTICE OF ERRATA – MITIGATED NEGATIVE DECLARATION  
FOR THE DOWNTOWN FORD (P04-106) PROJECT –  
REVISED “RETAIL SCHEMATIC PLAN”**

On July, 14, 2005, the Sacramento City Planning Commission heard testimony on the Downtown Ford (P04-106) project. During testimony, a new site plan was presented amending the proposed schematic plan. The proposed schematic plan consisted of the Downtown Ford facility on the northern 11.75± acres, and 42,000± square feet of office, 19,500± square feet of retail, a 4,000± square feet restaurant, and a service station on the lower 9± acres. The revised site plan proposes a schematic plan with the Downtown Ford facility, the restaurant, and service station remaining the same, but eliminating the 42,000± square feet (s.f.) of office uses and adding approximately 32,850± s.f. of retail to the existing 19,500± s.f. of retail for a total of 52,350± s.f. of retail. The City Planning Commission approved the Mitigated Negative Declaration, adopted the Mitigation Monitoring Plan, approved the Tentative Map, and the Special Permit, and forwarded on to the Sacramento City Council a recommendation of approval for the revised Schematic Plan Amendment and PUD Guidelines Amendment. Subsequently the Planning Commission decision has been appealed and all entitlements will be heard before the Sacramento City Council.

As a result of the introduction of the revised Schematic Plan, a review of the existing analysis in the mitigated negative declaration has been completed. The revision of the proposed schematic plan is within the scope of analysis completed for the Downtown Ford Mitigated Negative Declaration and no additional impacts have been identified. The revised schematic plan contains a reduced amount of square footage and the change to the trip generation estimated for the revised retail component is negligible compared to the previously proposed office component. Attached is a summary of the Trip Generation Comparison of the revised schematic plan and the previously approved uses at the site, prepared by the City's Development Engineering and Finance Division. As shown, the revised “retail” schematic plan will produce slightly less a.m. peak hour trips and slightly more p.m. peak hour and daily trips than what was discussed in the initial study/mitigated negative declaration prepared for the Downtown Ford project. As a result, the conclusions and determinations made in the Downtown Ford Mitigated Negative Declaration remain the same.

**DOWNTOWN FORD PROJECT**  
**Trip Generation Comparison for Downtown Ford Project (Including Proposed Revisions)**  
**vs. Park El Camino Project**

The Transportation and Circulation section of the Mitigated Negative Declaration (MND) for the Downtown Ford Project (DTF) is based on the Traffic Impact Study for Park El Camino Project (PEC TIS). The land uses associated with the Proposed Downtown Ford Project are generally considered similar in nature to, but less intense, than the previously proposed Option 1 as analyzed in the PEC TIS. The trip generation comparison for both the land use scenarios is presented in Table 1 below.

**TABLE 1**

**Trip Generation for Downtown Ford and Approved Park El Camino Projects**

Project	Vehicle Trip Generation		
	AM Peak	PM Peak	Daily
Park El Camino Project	891	866	9,681
Downtown Ford Project	662	814	8,693
<b>Trip Difference for Downtown Ford Project</b>	<b>- 229</b>	<b>- 52</b>	<b>- 988</b>

Based on the trip generation comparison, the Proposed Project land uses would result in about 26 percent fewer trips in the a.m. peak period, 6 percent fewer trips in the p.m. peak period and 10 percent fewer daily trips compared to the Park El Camino Project.

The Table 2 below provides a comparison of the trip generation for the proposed July 2005 revisions to Downtown Ford project with the approved Park El Camino project

**TABLE 2**

**Trip Generation for Proposed July 2005 Revised Downtown Ford Project**  
**and Approved Park El Camino Project**

Project	Vehicle Trip Generation		
	AM Peak	PM Peak	Daily
Park El Camino Project	891	866	9,681
July 2005 Revised Downtown Ford Project	617	884	10,125
<b>Trip Difference for Downtown Ford Project (Proposed July 2005 Revised)</b>	<b>- 274</b>	<b>18</b>	<b>444</b>

Based on the trip generation comparison, the Proposed July 2005 revised land uses would result in about 30 percent fewer trips in the a.m. peak period, 2 percent more trips in the p.m. peak period, and 5 percent more daily trips compared to the Park El Camino Project.







DEVELOPMENT SERVICES  
DEPARTMENT

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CALIFORNIA

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

PLANNING DIVISION

ENVIRONMENTAL PLANNING  
SERVICES  
916-808-5842  
FAX 916-264-7185

**MITIGATED NEGATIVE DECLARATION**  
**(Revised 7-1-05)**

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

**Downtown Ford (P04-106)** – The project consists of entitlements to merge and resubdivide 20.4± vacant acres (gross) and to construct an 88,545 square foot auto dealership on 11.75± net acres in the General Commercial Planned Unit Development (C-2-PUD) zone located in the Park El Camino Planned Unit Development (PUD), in the South Natomas Community Plan. Entitlements will likely include PUD Guidelines Amendment, PUD Schematic Plan Amendment, Tentative Parcel Map, and Special Permit.

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 judgement and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This 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.

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 Buford*

attachment  
rev. 9/02  
formno.mit



Downtown Ford Auto Dealership Project  
Mitigated Negative Declaration  
and Draft Initial Study

Prepared for:

City of Sacramento Development Services Department

Prepared by:

EIP Associates

April 2005  
Revised: July 1, 2005



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*ENVIRONMENTAL CHECKLIST*

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**I. BACKGROUND**

1. Project Title: Downtown Ford Auto Dealership project
2. Lead Agency Name and Address: City of Sacramento  
Development Services Department  
1231 I Street, Room 300  
Sacramento, California 95814
3. Contact Person and Phone Number: Scott Johnson, Assistant Planner  
916-808-5842  
Stacia Cosgrove, Associate Planner  
916-808-7110
4. Project Location: Northwest corner of West El Camino Avenue  
And Orchard Lane in South Natomas
5. Project Sponsor's Name and Address: Gregory D. Thatch  
Law Offices of Gregory D. Thatch  
1730 I Street, Suite 220  
Sacramento, CA 95814
6. General Plan Designation: Community/Neighborhood Commercial and Office
7. Community Plan Designation: Community Commercial
8. Zoning: C-2-PUD
9. Description of Project: See Attached
10. Surrounding Land Uses and Setting: See Attached
11. Other Public Agencies Whose Approval is Required  
(e.g., permits, financing approval, or participation agreement): None

## II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

As shown in the Environmental Checklist (Initial Study), all impacts identified can be mitigated to a less-than-significant level. Therefore, there are no “potentially significant” impacts identified that would require preparation of an EIR. The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Less than Significant with Mitigation” as indicated by the checklist on the following pages. All impacts can be mitigated to a less-than-significant level. No potentially significant impacts were identified that would require preparation of an EIR.

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture Resources                         | <input type="checkbox"/> Air Quality                       |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                     |
| <input type="checkbox"/> Hazards & Hazardous Materials   | <input type="checkbox"/> Hydrology/Water Quality                       | <input type="checkbox"/> Land Use/Planning                 |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise   | <input type="checkbox"/> Population/Housing                |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                                    | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems       | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

## III. DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED 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.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Scott Johnson  
Signature

April 25, 2005  
Date

Scott Johnson, Assistant Planner  
Printed Name

City of Sacramento  
For

## IV. ENVIRONMENTAL CHECKLIST

### Introduction

The following Checklist contains the City of Sacramento's environmental checklist form. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

**Less-Than-Significant With Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than significant level.

**Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.

## PROJECT DESCRIPTION

### Introduction

This Mitigated Negative Declaration (MND) provides the California Environmental Quality Act (CEQA) environmental analysis for the proposed Downtown Ford Automobile Dealership project (Proposed Project).

The environmental analysis for the Proposed Project uses information from previous documents, including the 1984 South Natomas Community Plan Update and Related Projects (SNCP) Environmental Impact Report (EIR), (State Clearinghouse Number 84010904), for project-specific and cumulative impacts that were evaluated in the SNCP EIR. The SNCP EIR was prepared in 1984 and supplemented in 1987. The Supplement only addressed very narrow issues pertaining to a change in land use resulting in the need to address Land Use, Population, Employment and Housing, Public Services and Facilities, and Traffic issues. The SNCP EIR analyzed full implementation of uses and physical development proposed under the SNCP through the year 2010 and identified measures to mitigate the significant adverse project and cumulative impacts associated with that growth. In 2002 an MND was approved for the Park El Camino project located on the same project site as the Proposed Project. The land uses proposed under the Park El Camino project were more intense than the current project. Information from the prior MND is referenced in the Downtown Ford Automobile Dealership project environmental checklist.

CEQA allows the use of previous environmental documents, which may have covered general environmental matters in broad program-level EIRs, with subsequent focused environmental documents for individual projects that implement the program. The project environmental document incorporates by reference the discussions in the Program EIR and concentrates on project-specific issues. CEQA and the CEQA Guidelines encourage the use of previous environmental documents to reduce delays and excessive paperwork in the environmental review process and eliminate repetitive analyses of issues that were adequately addressed. This MND relies on the SNCP EIR for the following:

- (a) a discussion of general background and setting information for environmental topic areas;
- (b) overall growth-related issues;
- (c) issues that were evaluated in sufficient detail in the SNCP EIR for which there is no significant new information or change in circumstances that would require further analysis; and
- (d) long-term cumulative impacts.

In accordance with CEQA Sections 15152 and 15168(c), this project relies on the 1984 SNCP EIR (State Clearinghouse # 84010904) and the 1987 Sacramento General Plan Update EIR. This project also incorporates information from the 2002 Park El Camino MND and the Park El Camino Project at West El Camino Avenue/Orchard Lane Traffic Impact Study (July 2001). All of these documents are available for review during normal operating hours at the City of Sacramento Development Services

Department, 1231 I Street, Suite 300, Sacramento, California 95814. This MND will be circulated for a 30-day period of public review and comment starting April 27, 2005 and ending May 26, 2005.

Mitigation measures identified in the SNCP EIR that apply to the Proposed Project will be required to be implemented as part of the project and will be re-stated in this document. Project-specific mitigation measures for new potentially significant impacts that were not previously identified in the SNCP EIR will also be required to be implemented as part of the Proposed Project. The mitigation measures in the SNCP EIR that are appropriate to be implemented as part of the project are identified and discussed in the appropriate sections of the MND, and the MND includes only minor technical changes or additions to the analysis set forth in the SNCP EIR.

### **Project Background**

In March 2002 the City of Sacramento circulated an MND for the proposed Park El Camino project located on the same project site as the Proposed Project. The Park El Camino project included development of a mix of retail and office uses along with a hotel/motel. The project proposed a 10,000 square foot (sf) restaurant, 60,000 sf of office, 2,000 sf of retail uses, a 6,000-sf fast food restaurant, 11,000 sf commercial support uses, a 96,000 sf complex of five buildings, a hotel/motel, and a service station/food market. The project was approved by the City in September 2002 and the MND approved. Project approvals included a Planned Unit Development (PUD) Guidelines Amendment to delete the existing highway commercial and residential guidelines sections from the PUD to add General Commercial C-2 guidelines; Schematic Plan Amendment; and a Tentative Subdivision Map. Although the project was approved, it was never constructed.

### **Project Location**

The project site consists of 20.4-acres located at the northwest corner of West El Camino Avenue and Orchard Lane in South Natomas, as shown in Figure 1, Regional Location. The project site is bounded by West El Camino Avenue to the south, Orchard Lane and land designated for residential development to the east and I-80 to the north and west. The site is identified as Assessor Parcel Numbers 225-0220-040, 225-0220-064, and 225-0220-065.

### **Existing Site Conditions and Adjacent Uses**

The project site is currently undeveloped and contains no trees or vegetation. The project site was mass graded in 2003 in preparation for development of the Park El Camino project that was never constructed.

Adjacent surrounding land uses include vacant land to the south and predominantly vacant agricultural land to the east. A single residence and associated outbuildings and barns located to the east were demolished in 2004. I-80 is located north and west of the project site. The area south of the project site has a Schematic Plan approved for the Camino Station project, but has not yet been developed. A 146-unit apartment complex, Villas at Riverbend, is located at the southeast corner of Orchard Lane and West El Camino Avenue. Land to the east is zoned Agricultural but designated in the SNCP for residential uses. A 654-unit residential project by Beazer Homes is currently under review by the City in this area.

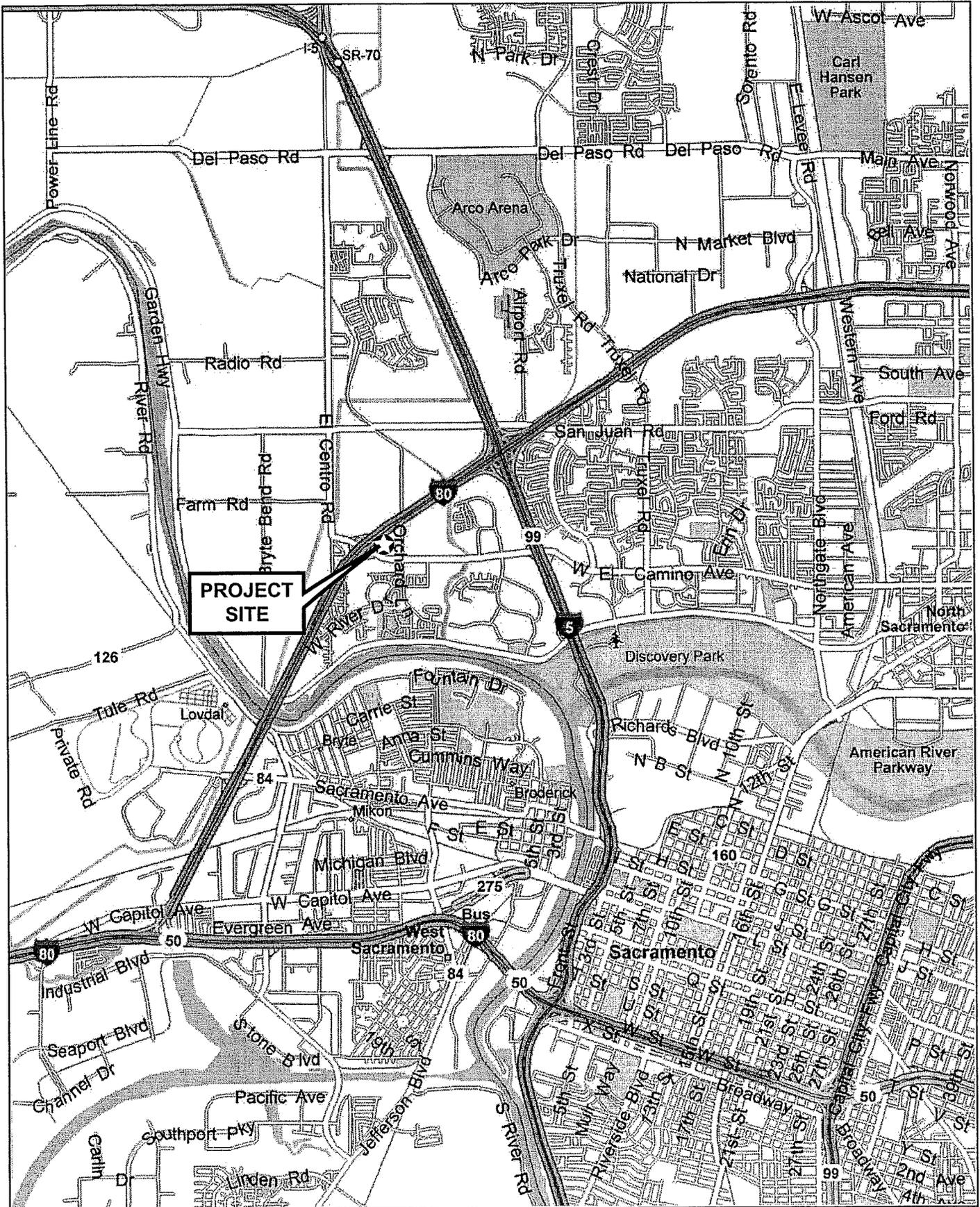


FIGURE 1  
Regional Location

Source: Microsoft Streets and Trips, 2004

Not to Scale

**EIP**  
ASSOCIATES

10794-00

Downtown Ford MND



## Project Description

The Proposed Project involves the development of 11.75 ± acres within the northern portion of the 20.4-acre site with an automobile dealership, as shown in Figure 2, Site Plan. The new facility would include a total of approximately 88,545 sf in sales, service, and office buildings. Warehouse space and the service area would total approximately 51,482 sf, the office portion would include approximately 15,513 sf, and the sales area would accommodate approximately 5,730 sf. The remaining 15,820 sf would be for a storage area. A total of 933 parking stalls would also be included on the 11.75-acre portion. Of the 933 parking stalls, 702 spaces would be designated for new and used car display and new car inventory. The remaining 231 spaces would be designated for customer, employee, and service parking. The current Downtown Ford Dealership site would likely be retained and operated as an off-site service facility.

The proposed auto dealership buildings would be a maximum of two stories in height of no more than 35-feet tall. The buildings would be clad in a mix of white enameled porcelain tiles, cement plaster, or textured tilt-up concrete. Building glass would include a mix of clear glass and blue tinted glass. The existing Ford sign currently located at the 16<sup>th</sup> Street location would be relocated to the project site. This existing sign is approximately 130 sf in size, internally illuminated, and mounted on a 20-foot pole. The full sign assembly (sign and pole) is proposed to be relocated to the southeast corner of the project site.

Landscaping under the PUD Guidelines is required on all interior property lines. Prior to issuance of a building permit, as required by the PUD Guidelines, the applicant would submit a landscaping plan incorporating a blend of trees, shrubs and ground covers with irrigation provided by an automatic system for review and approval by the City of Sacramento Development Services Department. Prior to issuance of an occupancy permit, landscaping and irrigation improvements must be installed or the applicant must post security. All unpaved areas not under development are required to be maintained reasonably weed-free, but landscaping in these areas would not be required. The project applicant is proposing to construct landscape corridors on all the project's public street frontages including West El Camino Avenue, Orchard Lane, and the future Gateway Oaks Drive. The landscape improvements would be located along the eastern edge of the project site extending south from the proposed employee entrance (where Gateway Oaks turns south) to the intersection with West El Camino Avenue. The PUD Guidelines specify a 25-foot landscape setback along West El Camino Avenue, the Freeway on-ramp and Orchard Lane, while a 10-foot setback would be required adjacent to the proposed internal cul-de-sac street. The applicant is proposing to reduce the landscape setback along I-80 from 50-feet to 25-feet.

Lighting for the Proposed Project includes a total of approximately 50 pole-mounted lights distributed throughout the portions of the project site proposed for the auto dealership. The lights would be mounted on 18-foot poles over a two-foot base, for a total height of 20 feet. In addition, the project includes the use of shoebox style cut lighting to prevent light from impacting adjacent properties.

An individualized paging and communication system to communicate with employees is proposed.

The remaining approximately 7.5 acres of the Proposed Project site would be developed with a mix of office and retail uses, including approximately 42,000-sf of office uses, 19,500-sf of retail uses, a 4,000-sf restaurant and a gas station. Future entitlements would be required to develop this portion of the project site. As these uses are proposed for development, on-site parking requirements would be required commensurate with the requirements of the PUD Guidelines.







## Public Services and Utilities

The Proposed Project site would require water, sewer and storm drain connections. There is an existing 12-inch water main running north and south in Orchard Lane south of West El Camino Avenue. There is also an existing 12-inch water main to the east of the project site, within West El Camino Avenue that extends approximately 500 feet west of the intersection with Orchard Lane. The project would be required to extend a 12-inch water line north in the future Orchard Lane that would connect to the proposed public cul-de-sac street. The project would also be required to construct a 12-inch water line in the proposed public cul-de-sac street. Domestic, fire and irrigation services for the individual parcels would then connect to these public water mains.

An existing 15-inch sanitary sewer main is located in Orchard Lane and flows in a northerly direction. For the prior Park El Camino PUD, it was determined that there was sufficient capacity in this line to service the project site and the project was designed to connect to this existing 15-inch line.<sup>1</sup> The Proposed Project has also been designed to connect to this line.

Existing 30-inch and 36-inch culverts are located north of the project site. The project site is currently graded and drains north (towards I- 80) to the existing 30-inch and 36-inch culverts that convey storm drainage north under the freeway. However, the City of Sacramento's West El Camino Road Widening Project improvement plans include a new 48-inch drainage pipe in Orchard Lane that increases to a 66-inch drainage pipe as it crosses West El Camino Avenue. The plans also include a 36-inch drainage pipe in West El Camino Avenue along the project's southern boundary.

The project would be required to extend a storm drain main (main extension) north in the future Orchard Lane to the proposed public cul-de-sac street. Runoff from the entire project shall drain through a water quality/detention basin (or other city approved water quality/stormwater detention facility) located in the vicinity of the northwest and/or southwest quadrant(s) of the intersection of future Orchard Lane and the proposed cul-de-sac street. The storage required for this basin is approximately 65,000 cubic feet or 1.5 acre-feet. Outflow from the basin would discharge to the main extension in future Orchard Lane.

## Access and Circulation

The project site currently includes three parcels that are proposed to be divided into two parcels. The primary vehicular access to these parcels would be from a proposed 59-foot wide access road extending from the future extension of Gateway Oaks Drive on the east and ending in a cul-de-sac on the west in the project site. A total of four full movement driveways are identified along this new access road: a primary and secondary driveway for the dealership parcel; a primary driveway for the office parcel; and a primary driveway for the retail, restaurant, and gas station parcels. An additional driveway accessing the retail and restaurant parcels would be located along West El Camino Avenue and would be restricted to right-in and right-out movements only. Finally, a gated employee-only driveway is identified on the eastern edge of the dealership parcel along the future extension of Gateway Oaks Drive.

Reciprocal access easements would be provided between the office, retail, restaurant, and gas station parcels to ensure adequate internal circulation. The dealership parcel would provide an internal loop driveway for customer, employee and delivery use.

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1 Information provided by David Temblador, Law Offices of Gregory Thatch.

On-street bike lanes are proposed along the property's West El Camino Avenue and future Gateway Oaks Drive street frontages. Public sidewalks are proposed along all public street frontages, including the proposed interior access road. West El Camino Avenue and Gateway Oaks Drive include 40-foot and 25-foot wide landscape easements, respectively, that may accommodate sidewalks.

The dealership parcel includes proposed internal pedestrian access. In addition, pedestrian access would be provided from the dealership parcel to the proposed access road. Internal pedestrian connectivity within the non-dealership parcels will be addressed as specific proposals are brought forward.

### Lead Agency

The City of Sacramento is the lead agency for preparation of the environmental analysis, per sections 15050 and 15367 of the State CEQA Guidelines. A "lead agency" is defined as the public agency which has the principal responsibility for carrying out or disapproving a project.

The lead agency contact for this project is:

Scott Johnson  
Assistant Planner  
City of Sacramento  
Environmental Planning Services  
1231 I Street, Room 300  
Sacramento, CA 95814  
916.808.5842

And

Stacia Cosgrove  
Associate Planner  
City of Sacramento, North Planning Area  
1231 I Street, Room 300  
Sacramento, CA 95814  
916.808.7110

### Project Approvals

Approvals required for the project include the following:

- PUD Guidelines Amendment to amend the Park El Camino PUD guidelines to include design guidelines and development standards for auto sales, service, repair, storage or rental in the General Commercial (C-2) zone;

- PUD Schematic Plan Amendment to include one 88,545 sf auto dealership, 42,000 sf of office, 19,500 sf of retail uses, 4,000 sf restaurant and a service station;
- Tentative Parcel Map to merge and re-subdivide three existing parcels into six parcels; and a
- Special Permit.

### Construction Schedule

Construction of the auto dealership portion of the project is anticipated to take 12-18 months. Construction of the remaining office, retail, restaurant, and gas station uses would be based on specific proposals to be provided whenever specific development entitlements are requested.



## 1. Aesthetics, Light and Glare

### Environmental Setting

The South Natomas Community is characterized by a mix of rural and suburban land uses. Areas surrounding this community include urban uses to the south and agricultural uses to the north and west. The community serves as a gateway to Sacramento from the north, with Interstate 5 (I-5) bisecting the area, providing access to the Sacramento International airport and other points north. The areas west of I-5 are largely characterized by open, agricultural landscapes, with intermingled riparian vegetation woodlands along the Natomas West Main Drainage and the Sacramento River. The views east of I-5 are characterized by transitional land uses and suburban development (offices and corporate centers) and residential development, as well as pockets of open space. The views are similar from I-80, with residential development, offices and retail development to the north and residential development intermixed with commercial, retail and office development to the south. Several undeveloped lots, including the project site, currently remain as open space.

Other prominent existing visual features include: Discovery Park, the American River Parkway, the levee adjacent to the Natomas East Drainage Canal, high voltage transmission lines, large-scale residential subdivisions, strip commercial development and scattered areas of isolated greenbelts and riparian woodlands.

The South Natomas Community Plan (SNCP) proposes a community characterized by a mix of residential development, commercial uses and office space supported by adequate facilities and services. In recognition of the visual changes that would occur as a result of increased urbanization, the SNCP proposed specific policies to benefit the visual character of the community including:

- Improved commercial development aesthetics;
- Preservation of scenic viewsheds and limit view impacts along Sacramento River frontages;
- Integration of community parks as open space; and
- Location of office space along the freeway frontage.

The *South Natomas Community Plan Update and Related Projects EIR* (1984; SCH #84010904) identifies design guidelines and dual frontage for office parks as mitigation measures for potentially significant impacts related to aesthetics. The SNCP DEIR identifies aesthetic impacts as significant and unavoidable as a result of open space and rural view elimination.<sup>2</sup>

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2 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984 (SCH # 84010904), page C-3.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>1. AESTHETICS, LIGHT AND GLARE.</b>			
<i>Would the proposal:</i>			
a. Affect a scenic vista or adopted view corridor?	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Have a demonstrable negative aesthetic effect??	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Create light or glare?	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Create shadows on adjacent property?	<input type="checkbox"/>	<input type="checkbox"/>	■

**Standards of Significance**

*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.

**Discussion**

- a. The project site is located adjacent to I-80, West El Camino Avenue and Orchard Lane, as shown in Figure 1. This portion of I-80 is not designated as a scenic highway nor is West El Camino Avenue or Orchard Lane. In addition, there are no designated scenic vistas in the vicinity of the project site. Therefore, development of the project would not have a substantial adverse affect on a scenic vista. The project site is not located in the vicinity of a designated scenic highway. The project site does not contain any trees, buildings, or rock outcroppings. The project site has previously been mass graded in preparation of development. Therefore, development of the project would not adversely affect any scenic vistas or adopted view corridor and this is considered a *less-than-significant impact*.
- b. The project site is located in a developed area in the City of Sacramento. Existing and proposed new development surrounds the project site. The existing visual character can be described as a suburban-style environment with a mix of single-story commercial centers and single and two-story residential development. There are no **existing** public use areas, such as a park or trail, located adjacent to the project site. **As part of the proposed River Oaks project to the east, there is a proposed 4± acre park site that will be located adjacent to the east of the project site. The project site and the proposed future park site will be separated by a masonry wall as required by the City of Sacramento Zoning Code (17.76.030) whenever a non-residentially designated site is developed adjacent to a**

**residentially designated site.** The project proposes to develop an auto dealership with a two-story approximately 88,545-sf sales and service building. In addition, the project includes approximately 7.5 acres of retail and office uses, including 42,000 sf of office uses, 19,500 sf of retail uses, and a 4,000-sf restaurant and a gas station.

Development of the SNCP was analyzed in the SNCP EIR as well as the EIR that was done for the Sacramento General Plan Update (SGPU). Development of the Proposed Project would change the existing visual environment from a flat, graded site to a developed environment with an auto dealership and other commercial uses compatible with existing adjacent development. The Proposed Project would be consistent with development anticipated to occur in this area as set forth in both the City's General Plan and the SNCP. Because the project site is located in a developing urban area with no sensitive receptors for visual resources located nearby, the change in visual character would not be considered substantial. Additionally, project design would be reviewed as part of the Special Permit process. Therefore, the alteration of the project site would be considered a *less-than-significant impact*.

- c. City lighting standards for towing service and vehicles storage yards require lighting of office entrances, driveway entrances, parking areas and storage areas, although not required by the C-2 zoning district, it is likely that the Proposed Project would be subject to these standards. Outside lighting must be oriented or shielded so as to prevent glare or reflection or the creation of other light-related nuisance. The PUD Guidelines specify that lighting design incorporate safety and comfort of development occupants as well as the general public and require that outdoor lighting be designed to provide the minimum level of lighting commensurate with site security. These guidelines also require that lighting be oriented away from adjacent properties and specify the use of cutoff type fixtures in areas where glare could be a problem for adjacent properties or streets. No exposed bulb signs would be permitted and no exposed neon lighting could be used on signs, symbols, or decorative elements. All sign lighting would be required not to produce glare on adjacent properties in the vicinity. Site design would be required to take into account thermal and glare impacts of construction materials on adjacent structures, vegetation and roadways.

Lighting for the project would include a total of approximately 50 pole-mounted lights distributed throughout the site. The lights would be mounted on 18-foot poles over a two-foot base for a total height of 20 feet. The project proposes the use of shoebox style cut lighting to prevent light from impacting adjacent properties. In addition to the proposed pole mounted lighting, the existing Ford sign currently located at the 16<sup>th</sup> Street location would be relocated to the project site. This existing sign is approximately 130 sf in size, internally illuminated, and mounted on a 20-foot pole. The project applicant proposes relocating the full sign assembly (sign and pole) to the southeast corner of the project site.<sup>3,4</sup>

The Proposed Project would result in new sources of light and glare in the project area associated with the lights required for the auto dealership. The project site is located adjacent to Orchard Lane and West El Camino Avenue, which would provide a buffer between the light and glare emanating from the project site and the surrounding existing and

3 City of Sacramento Universal Development Application for Downtown Ford, dated 27-May-04.

4 Email correspondence from David Temblador dated 17-Feb-05.

future residential developments. Approximately 50 pole-mounted lights would be installed in the portion of the site that contains the auto dealership. The source of illumination would be directed downwards onto the parking lot/service area surface. A photometric analysis of proposed lighting for the project (Figure 3) demonstrates project lighting would largely be

confined to the project site. Light and glare associated with the proposed lighting would not impact adjacent areas beyond approximately 25 feet of the project site. Additionally, the applicant proposes to construct lighting consistent with the design standards specified by the PUD Guidelines and the Zoning Ordinance. Lastly, project design and lighting would be reviewed as part of the Special Permit process. Therefore, impacts associated with project lights and the potential for glare are considered *less than significant*.

- d. The Proposed Project would not be constructed or located so as to create shadows across adjacent public gathering places, residences or childcare facilities. The single adjacent residence was demolished in 2004 and the surrounding lots are largely vacant lands. Impacts are considered *less than significant*.





## 2. Air Quality

### Environmental Setting

Air quality is monitored, evaluated and regulated by federal, State, regional, and local regulatory agencies and jurisdictions, including the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Sacramento Metropolitan Air Quality Management District (SMAQMD). The EPA, CARB and the SMAQMD develop rules and/or regulations to attain the goals or directives imposed by legislation. Both State and regional regulations may be more, but not less, stringent than federal regulations.

The CARB establishes state ambient air quality standards and motor vehicle emission standards, conducts research, and oversees the activities of regional Air Pollution Control Districts and Air Quality Management Districts. The CARB has designated the Sacramento Valley as a non-attainment area with respect to ozone and particulate matter under 10 microns (PM<sub>10</sub>). The Sacramento Urbanized Area has recently been redesignated to attainment status with respect to the state carbon monoxide (CO) standard, bringing the entire county into attainment. The Sacramento Valley is an attainment area for nitrogen dioxide (NO<sub>2</sub>) and sulfur dioxide (SO<sub>2</sub>).

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

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

Secondary pollutants are formed through chemical reactions in the atmosphere. These chemical reactions usually involve primary pollutants, normal constituents of the atmosphere, and other secondary pollutants exposed to sunlight. These compounds, which react to form secondary pollutants, are often referred to as reactive pollutant precursors or precursor emission products. Photochemical smog is a diverse group of secondary pollutants. A major component of photochemical smog is ozone, which results from a complex reaction of primary pollutants, reactive organic gasses (ROG's) and oxides of nitrogen (NO<sub>x</sub>). Because of the nature of smog formation, it is considered a regional problem, generally not attributable to one particular project. Ozone problems have been identified as the cumulative result of regional development patterns, rather than the result of a few incrementally significant emission sources (SGPU EIR, page Z-9). The main source of photochemical smog in Sacramento is automobile emissions.

The SMAQMD regulates air quality in Sacramento County through its permit authority over most stationary emission sources and through its planning and review activities. The SMAQMD is responsible for implementing emissions standards and other requirements of federal and State laws.

The SMAQMD has developed a guidance manual entitled *Guide to Air Quality Assessment in Sacramento County* (Guide). This guidance specifies standards of significance for criteria air pollutants and criteria air pollutant precursors. These standards of significance were developed to limit exceedances of the ambient air quality standards, and ensure that new development is not in conflict with the SMAQMD's attainment plans for air pollutants of concern. The standards focus on the precursors of ozone of reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>). ROG and NO<sub>x</sub> are referred to as "ozone precursors" because they react together to form ozone in the atmosphere in the presence of sunlight. Ozone is controlled by limiting emissions of its precursors. Different standards for the construction and operational phases of projects have been developed by the SMAQMD and are listed below:

Construction

- Oxides of Nitrogen (NO<sub>x</sub>) – 85 pounds per day;

Operation

- Reactive Organic Gases (ROG) – 65 pounds per day;
- NO<sub>x</sub> – 65 pounds per day.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>2. AIR QUALITY.</b> <i>Would the proposal:</i>			
a. Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Standards of Significance**

*Ozone and Particulate Matter.* An increase in short-term effects (construction) of nitrogen oxides (NO<sub>x</sub>) above 85 pounds per day and in increase in long-term effects (operation) of either ozone precursor, nitrogen oxides (NO<sub>x</sub>) and/or organic gases (ROG), 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).

**Discussion**

- a. Construction and operational emissions associated with the project were calculated using the URBEMIS 2002 emissions model developed by the CARB. The use of this model is recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD) for conducting air quality analyses. It is assumed the Proposed Project would not be developed all at once. Instead, the project would be developed in two phases. First, the uses associated with the proposed car dealership would be developed. This would occur over an approximately 12-18 month time-frame. Following this, the rest of the site would be developed at a later date with a mix of office retail uses including a restaurant and gas station.

The Proposed Project was modeled in URBEMIS 2002 to estimate emissions during the construction and operation of the project. Construction emissions were only modeled for the 11.75 acre auto dealership phase of the project. Construction emission modeling for the other office and retail uses associated with the remaining 7.5 acres of the project site was not conducted because it is not known at this time when this portion will be developed. Operational emissions for each project phase were modeled separately. Phase 2 was modeled using the land uses that are anticipated at this time, even though the uses at this 7.5 acre portion may change because it will not be developed until an unknown future year. Combined operational emissions for both phases reflect final buildout conditions. Table 1 provides a breakdown of construction emissions associated with development of the auto dealership. Table 2 provides emissions associated with operation of the auto dealership, the second phase of the project, and the anticipated combined emissions from both phases.

<b>TABLE 1</b>	
<b>AUTO DEALERSHIP CONSTRUCTION EMISSION OF NO<sub>x</sub> IN POUNDS PER DAY</b>	
	<b>NO<sub>x</sub></b>
<b>Construction (Grading)</b>	
Off-Road Diesel	64.69
Worker Trips	0.09
<b>Total Emissions</b>	<b>64.78</b>
<b>SMAQMD Significance Threshold</b>	<b>85</b>
Emissions Over Threshold	None
<b>Construction (Building Construction)</b>	
Off-Road Diesel	49.82
Worker Trips	0.15
Architectural Coatings Worker Trips	0
Asphalt Off-Road	24.60
Asphalt On-Road	0.68
Asphalt Worker Trips	0.01
<b>Total Emissions</b>	<b>75.20</b>
<b>SMAQMD Significance Threshold</b>	<b>85</b>
Emissions Over Threshold	None
Note: Source: EIP Associates, 2005.	

<b>Auto Dealership (Phase 1)</b>		
	<b>ROG</b>	<b>NO<sub>x</sub></b>
Natural Gas	0.13	1.75
Landscaping	0.25	0.02
Vehicles	8.78	9.83
<b>Total Emissions</b>	<b>9.16</b>	<b>11.60</b>
<b>SMAQMD Significance Threshold</b>	<b>65</b>	<b>65</b>
Emissions Over Threshold	None	None
<b>Phase 2</b>		
	<b>ROG</b>	<b>NO<sub>x</sub></b>
Natural Gas	0.04	0.52
Landscaping	0.33	0.02
Vehicles	38.86	49.79
<b>Total Emissions</b>	<b>39.23</b>	<b>50.33</b>
<b>SMAQMD Significance Threshold</b>	<b>65</b>	<b>65</b>
Emissions Over Threshold	None	None
<b>Phases 1 and 2 Combined</b>		
	<b>ROG</b>	<b>NO<sub>x</sub></b>
<b>Total Combined Emissions</b>	<b>48.39</b>	<b>61.93</b>
<b>SMAQMD Significance Threshold</b>	<b>65</b>	<b>65</b>
Emissions Over Threshold	None	None

Source: EIP Associates, 2005.

The number and type of construction equipment specified in the URBEMIS model was estimated using Table 3.1 – Construction Activity Equipment Types and Number Requirements of the SMAQMD's Guide to Air Quality Assessment in Sacramento County (Guide). As shown in Table 1, maximum daily emissions of NO<sub>x</sub> would not exceed the SMAQMD construction threshold of 85 pounds per day. Also, as shown in Table 2, operational emissions associated with the auto dealership would be below SMAQMD standards of significance. Although URBEMIS modeling data demonstrates that the project would not exceed SMAQMD's thresholds, project development activities are required to be consistent with the SMAQMD's Rules and Regulations. Specific rules that may relate to construction activities include: Rule 21: General Permit Requirements; Rule 403: Fugitive Dust; Rule 442 Architectural Coatings; and Rule 902 Asbestos.

Aside from ozone, the other criteria pollutant of concern in Sacramento County is PM<sub>10</sub>. Because the project would pave all roadways, and would not encourage fuel burning or combustion in any large amounts, PM<sub>10</sub> would not be generated in substantial amounts during project operation. Significant PM<sub>10</sub> can be generated, however, during the grading of the project site, as construction equipment moves over undeveloped land and disturbs the soil. Although the project site has been previously graded, enough time has passed since this initial grading that new vegetation has grown on the land. This would necessitate additional clearing of the land, and most likely would also necessitate additional grading.

The SMAQMD Guide contains a screening table for construction  $PM_{10}$  impacts in Appendix B. This screening table assumes that projects would not generate  $PM_{10}$  emissions that would exceed the CAAQS if the maximum acreage graded per day is five acres or less. For projects where the maximum acreage graded per day is greater than five acres but less than 15 acres, the table lists mitigation measures that can be implemented to ensure that the CAAQS is not exceeded during grading. For projects with maximum daily grading greater than 15 acres, the table assumes that there are no mitigation measures that can bring the  $PM_{10}$  impact down to a less-than-significant level.

The Proposed Project site is a total of 20.4 acres. However, the auto dealership portion would be 11.75 acres and the anticipated retail/office uses would be 7.5 acres. Because it is not known when the anticipated retail/office uses would be developed, this analysis focuses only on the 11.75 acres that would be developed for the auto dealership. Appendix B of the SMAQMD Guide recommends appropriate mitigation measures for projects up to 15 acres in size that would mitigate  $PM_{10}$  below the level of significance. If these mitigation measures are implemented during construction, the SMAQMD considers  $PM_{10}$  emissions from construction to be less than significant.

Besides temporary emissions from construction, the operation of a project will also generate emissions over the project's life. Table 2 shows operational emissions for each of the two development phases, as modeled with the URBEMIS 2002 program. The combined emissions from the two phases represent the total impact of the project at full build-out. The land uses that are currently anticipated for development on the Phase 2 portion were used for the modeling, even though it cannot be said with certainty what uses will actually develop on this portion of the project site. As shown in the table, combined ROG and  $NO_x$  emissions from the two phases would be below SMAQMD thresholds of significance.

The SMAQMD Guide also provides a methodology for assessing a project's cumulative impacts. Chapter 7 – Cumulative Air Quality Impacts, specifies that a project can have a significant cumulative impact even if the project by itself generates emissions of criteria pollutants that are less than the SMAQMD threshold amounts. The chapter further states on page 7-2, that “Development projects are considered cumulatively significant if the project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions (ROG,  $NO_x$ ) of the proposed project are greater than the emission anticipated for the site if developed under the existing land use designation.”

The Proposed Project would not require a change in zoning. Also, the project is less intense than uses previously proposed for the same site. Consequently, according to the SMAQMD Guide, the project's cumulative impact would not be considerable.

Construction  $NO_x$  impacts would be below SMAQMD thresholds of significance, and the project would implement  $PM_{10}$  mitigation measures that would reduce  $PM_{10}$  impacts to levels that the SMAQMD would consider less than significant for a project of this size. Operational emissions associated with the Proposed Project would also be less than SMAQMD thresholds. Also, according to the SMAQMD guide, the project would not have a cumulatively considerable impact on air quality. Consequently, the project's impact is considered *less than significant*.

- b. Only directly emitted pollutants can create substantial localized emission concentrations. Ozone is a regional pollutant, and ozone can form far from where ozone precursors are emitted. For the purposes of this analysis, the directly emitted pollutants of carbon monoxide (CO) and PM<sub>10</sub> are the pollutants of concern. Also, toxic air contaminants (TAC), while they are not criteria pollutants, can be directly emitted and can have both short-term and long-term hazardous health effects.

CO is the product of incomplete combustion of fossil fuels. The vast majority of CO in the Sacramento Valley is emitted by mobile sources. Since one of the characteristics of CO is that it dissipates quickly, only intersections experiencing very congested traffic conditions could have the potential to produce unhealthy localized levels of CO. Because the project would not develop land uses that are intense vehicle trip generators, since only 662 a.m. peak hour trips and 814 p.m. peak hour trips would be created, it is not expected that any intersections in the vicinity of the project would have their levels of service (LOS) degraded as a result of the project. As discussed in Section 14 of this checklist, traffic-related mitigation measures for the project would ensure that nearby intersections operate at an acceptable level. This indicates that the project would not create conditions where high levels of CO could be experienced. Also, Sacramento County has not exceeded the CO CAAQS over the last three years, and background levels throughout the County are low.

As discussed above, concentrations of PM<sub>10</sub> would be generated during construction activities, but these concentrations can be limited to less-than-significant levels through the implementation of mitigation measures 1 and 2. Operational activities associated with the project would not generate large amounts of PM<sub>10</sub>, so permanent PM<sub>10</sub> increases would be minimal, and the project would not create unhealthy PM<sub>10</sub> concentrations.

The proposed project consists of developing commercial office space, retail space, and an auto dealership. None of these uses are likely to attract businesses that typically engage in operations that generate toxics. Diesel particulate matter, which is created during the burning of diesel fuel, has recently been identified by the CARB as a toxic air contaminant (TAC), however. Much of the equipment used during construction of the project would be diesel fueled. TACs normally can have a short-term "acute" non-cancer health impact at high levels, and a long-term "chronic" cancer impact, even at low levels.

The only permanent stationary source of TAC associated with the Proposed Project would be the proposed 12 pump gas station. Some of the components present in gasoline, primarily benzene, are known carcinogens.

The California Air Pollution Control Officers Association (CAPCOA) developed guidance for assessing TAC risk from gasoline stations in 1997. This document is referred to as the CAPCOA Air Toxics "Hot Spots" Program Gasoline Service Station Industrywide Risk Assessment Guideline. This Guideline includes scenarios where cancer risks from gas stations were modeled using the ISCST3 dispersion model. The modeling showed that for stations in urban areas with underground tanks and Phase I&II vapor recovery systems, the resulting cancer risk was no more than five per million even at very close distances. Gasoline stations selling more than 480,000 gallons annually were required to install Phase

I&II vapor recovery systems by February 1991.<sup>5</sup> Stations permitted after February 1991 would also have to install these controls prior to operation. Consequently, the 12 pump gas station proposed as part of the project would not operate before installing these controls, and the resulting cancer risk would be below the SMAQMD TAC threshold of 10 in one million.

The CARB determined that the chronic impact of diesel particulate was of more concern than the acute impact in its *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (CARB, 2000). In this document, the CARB noted that “our analysis shows that the potential cancer risk from inhalation is the critical path when comparing cancer and noncancer risk. In other words, a cancer risk of 10 per million from the inhalation of diesel PM will result from diesel PM concentrations that are much less than the diesel PM or TAC concentrations that would result in chronic or acute noncancer hazard index values of 1 or greater.”<sup>6</sup> Consequently, any analysis of diesel TAC should focus on the long-term, chronic cancer risk posed by the diesel. As mentioned above, chronic cancer risk is normally measured by assessing what the risk to an exposed individual from a source of TACs would be if the exposure occurred over 70 years. While much of the construction equipment that would operate during the construction phase of the project would be diesel fueled, these diesel TAC emissions would be temporary. Construction activities are only expected to last for a period of 12-18 months. This time period is much shorter than the 70 year exposure that is normally used to examine TAC health impacts. Also, most construction activity would take place at substantial distances from existing sensitive receptors, the nearest being the Villas at Riverbend apartment complex at the southeast corner of Orchard Land and West El Camino Avenue, over 60 feet away from the project’s property line. Dispersion patterns of diesel particulate are such that any concentrations of diesel particulate experienced by these receptors would be small.

Because the project would not contribute substantial concentrations of CO, PM<sub>10</sub>, or TACs, this would be a *less-than-significant impact*.

- c. The Proposed Project would develop a new auto dealership with service facilities and office buildings. Approximately 19,500 square feet of retail uses, a restaurant, and a gas station would also be developed on the site as part of a future phase of development. All of these uses are more or less typical of a developed environment, and so the project would not be expected to alter air movement, moisture or temperature.

For a project to cause any significant change in climate, the project would have to be very large. The Proposed Project would take place on approximately 20 acres. Since the project would consist of standard urban uses, and the project would not be extremely large, it would not have the potential to cause any change in climate and the impact is *less than significant*.

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5 CAPCOA Air Toxics “Hot Spots” Program Gasoline Service Station Industrywide Risk Assessment Guideline, November, 1997, page 6.

6 Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines, pages 22-23. CARB, October 2000.

- d. The project would develop land uses that are typical to an urban environment. None of the uses proposed are known to generate noticeable offensive odors. Consequently, there would be a *less-than-significant impact* associated with odors from the Proposed Project.



### 3. Biological Resources

#### Environmental Setting

The Proposed Project site is located in the Natomas Basin, a low lying area in the Sacramento Valley, located east of the Sacramento River and north of the American River. The Natomas Basin (Basin) includes incorporated and unincorporated areas with the jurisdictions of the City of Sacramento, Sacramento County, and Sutter County.

The Basin contains a variety of habitat types including open water aquatic habitat (including ditches and drains), emergent marsh, riparian forest, riparian scrub-shrub, grassland, vernal pools and agricultural areas. A number of special-status species, both wildlife and plants, are present within the Basin, or use the area for foraging habitat. The Natomas Basin HCP area is 53,341 acres, bounded on the west by the Sacramento River, on the north by the Natomas Cross Canal, on the east by the Natomas East Main Drain Canal (NEMDC), and on the south by the Garden Highway. Due to the importance of the remaining habitat in the Basin, the City of Sacramento adopted the Natomas Basin Habitat Conservation Plan (NBHCP) in 1997. Subsequently, the 1997 NBHCP was challenged and on August 15, 2000, the U.S. District Court, Eastern District, ruled that the USFWS ITP was invalid and an Environmental Impact Statement (EIS) was required.

The City of Sacramento, Sutter County and the USFWS prepared a revised NBHCP and an EIR/EIS that were approved on May 13, 2003 by the City of Sacramento City Council. On June 27, 2003, the USFWS issued ITPs to the City of Sacramento, Sutter County and TNBC. DFG issued an amended ITP on July 10, 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. The NBHCP establishes a multi-species conservation program to minimize and mitigate the expected loss of habitat values and incidental take of Covered Species that would result from urban development, operation of irrigation and drainage systems, and certain activities associated with The Natomas Basin Conservancy (TNBC) management of its system of reserves established under the NBHCP. The goal of the NBHCP is to minimize incidental take of the Covered Species in the Permit Areas and to provide mitigation for the impacts of Covered Activities on the Covered Species and their habitat.

The NBHCP mitigation requirements include:

- Payment of HCP fees at a ratio of .5 to 1 or, if approved by TNBC, dedication of land at a ratio of .5 to 1 (please see page VI-2, Section B, 1 of the Final NBHCP).
- Reconnaissance-level surveys to determine what habitats are present on a proposed development site. (Reconnaissance surveys are submitted with the developer's application).
- Pre-construction surveys for potential special status species not less than 30 days or more than 6 months prior to construction activities.

- Species-specific mitigation, as required, per USFWS and DFG protocol.
- Grading permit issued and habitat removed.

The project applicant has conducted all of the required reconnaissance level surveys and paid all of the required NBHCP fees.<sup>7</sup>

The project site is undeveloped and does not contain any trees, buildings, streams, or wetland areas.

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<sup>7</sup> Personal communication, David Temblador, Law Offices of Gregory Thatch, February 2005.

**3. BIOLOGICAL RESOURCES.**

*Would the proposal result in impacts to:*

- |    |  |                          |                                     |                                     |
|----|--|--------------------------|-------------------------------------|-------------------------------------|
| a. | Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. | Locally designated species (e.g., heritage or City street trees)?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. | Wetland habitat (e.g., marsh, riparian and vernal pool)?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**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).

**Discussion**

Information to assess potential impacts to biological resources was taken from the Park El Camino MND completed in 2002. Information from that document is incorporated by reference.

- a. Special-status plant and wildlife species identified as potentially present on the project site were identified in the Park El Camino MND and are included as Appendix A. Background site surveys and field surveys were conducted in late June and early July in 2001 as part of the Park El Camino project to identify biological resources present on the site. The following summarizes the findings presented in the Park El Camino MND.

The background research (shown in Appendix A) did not identify the presence of any known special-status plant or animal species. However, one special-status plant species, rose mallow (*Hibiscus lasiocarpus*) is known to occur in an area adjacent to the project site on property owned by Caltrans. An active Swainson's hawk nest was identified approximately 3,000 feet east of the project site on the banks of the Natomas Main Drainage Canal in 2000, and another nest was identified in 1999 approximately 500 feet south of the project site. A recent search of the 2005 California Natural Diversity Database (CNDDB) revealed four recorded nest sites within a one-mile radius of the project site. The project site has been mass graded and does not contain suitable nesting trees; however, the site does provide low-quality foraging habitat for the Swainson's hawk. Project development as proposed would eliminate approximately 20 acres of low-quality foraging habitat.

The project site is bounded by Orchard Lane, West El Camino Avenue and I-80, creating isolation from uninterrupted, expansive natural, open space areas. Existing vacant land is located directly adjacent to the east designated for residential development. However, this land has not been identified as being a sensitive natural community. In addition, the site was previously mass graded. In consideration of these factors, the project site would not likely be used by wildlife as a migration or travel corridor or as a nursery site.<sup>8</sup>

As discussed in the environmental setting, the Proposed Project site lies within the region of the Natomas Basin Habitat Conservation Plan, which was proposed and subsequently adopted by the City as mitigation for habitat loss within the Natomas area. The project applicant has paid all of the required NBHCP fees. However, the project applicant is still required to comply with the NBHCP which requires preconstruction surveys be conducted; therefore, impacts are considered *less than significant with mitigation incorporated*.

### Mitigation Measure 1

Compliance with the following mitigation measure would reduce impacts to *less-than-significant level*:

- a) *The project applicant/ developer shall complete pre-construction surveys for potential special-status species not less than 30 days or more than 6 months prior to construction activities in accordance with the 2003 NBHCP. The pre-construction survey shall be conducted by a qualified biologist, botanical, or related expert. The project applicant/developer shall further comply with all measures as identified in the NBHCP, including protocol level mitigation measures for special status species.*
- b. The City of Sacramento has adopted a Heritage Tree ordinance. The project site does not contain any heritage trees and does not support any natural communities or wildlife habitat.<sup>9</sup> Therefore, impacts related to adverse impacts to locally designated species are considered *less than significant*.
- c. The project site does not contain any wetland habitat.<sup>10</sup> Therefore, a *less-than-significant impact* would result from the Proposed Project on federally protected wetlands.

8 City of Sacramento, *Park El Camino Mitigated Negative Declaration*, prepared March 2002.

9 City of Sacramento, *Park El Camino Mitigated Negative Declaration*, prepared March 2002.

10 City of Sacramento, *Park El Camino Mitigated Negative Declaration*, prepared March 2002.

#### 4. Cultural Resources

##### Environmental Setting

There are six known archaeological sites in the South Natomas area, according to the North Central Information Center of the California Archaeological Inventory. Following a records search for South Natomas in 1984, it was determined that the South Natomas area has a low sensitivity for prehistoric sites. One recorded site was confirmed in an area along the south end of the SNCP boundary bordering the Sacramento River. Additional sites located south of the Garden Highway are identified as Indian Village sites, Indian mounds, and Indian campsites. According to the SNCP DEIR, river erosion, excavation or human activities are responsible for disturbing and destroying sites within the planning area.<sup>11</sup> The Proposed Project site is not located within a Sensitive Cultural Resource Area identified in the SGPU DEIR.<sup>12</sup>

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11 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984 (SCH# 84010904), page Q-1.

12 City of Sacramento, *Draft Environmental Impact Report for the City of Sacramento General Plan Update*, 1987, prepared by Jones and Stokes (SCH# 86101310), page V-5.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>4. CULTURAL RESOURCES.</b> <i>Would the proposal:</i>			
a. Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Disturb archaeological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Standards of Significance**

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

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

**Discussion**

a-e. The project site has previously been mass graded in anticipation of the Park El Camino project. As discussed in the Park El Camino MND (March 2002), the SGPU EIR indicated that there is a potential for subsurface cultural resources to be present in areas along the Sacramento River. There are no historical resources or unique geologic features located on the project site.

The project site was previously used for agriculture and has been cleared and graded. The site is located outside of the boundaries and to the north of the Sensitive Area for Cultural Resources, as identified in the SNCP Draft EIR<sup>13</sup> and project development would not restrict existing sacred or religious uses. The Proposed Project would; however, involve construction-related grading and/or excavation to re-grade the site. The project site has the

13 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984 (SCH # 84010904), Exhibit Q-2.

potential to contain buried prehistoric, paleontologic and/or historic artifacts, as well as human remains that are unknown to date. Grading activities associated with the Proposed Project would have the potential to disturb or damage any unknown resources, and impacts related to cultural resources are considered *less than significant with mitigation incorporated*.

## Mitigation Measure 2

Compliance with the following mitigation measures would reduce impacts to a *less-than-significant level*:

- a) *In the event that any historic or archaeological features (subsurface) or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during grading or construction, work within 100 feet of the find shall cease 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 grading or construction continues.*
- b) *If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person most likely believed to be descendent. The most likely descendent shall work with the contractor to develop a program for reinterment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.*



## 5. Seismicity, Soils and Geology

### Environmental Setting

The Proposed Project site lies within the South Natomas area, located within the Sacramento Valley, which is part of the larger Great Central Valley. The Great Central Valley is a deep trough extending 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the Sacramento River and its tributaries, flowing south and west to the San Francisco Bay.

The project site is located in an area of extremely thick alluvial deposits that slowly accumulated in the Great Valley over the past 100 million years from the confluence of the American and Sacramento rivers. These deposits were transported by major streams from the surrounding uplands and accumulated in successive clay, silt, sand and gravel layers on the river floodplains, in local sinks, or within the shallow sea that periodically covered the valley floor. By modern geologic classification, the site is located on Holocene floodplain deposits, containing unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento Rivers. These deposits range from moderately to highly permeable and are distributed in proximity to the present-day river channels, extending through the South Natomas area.

Thirteen major faults are known to occur within 62 miles of the City of Sacramento. The greatest intensity earthquake effects are expected from the Dunnigan Hills and Midland faults, located to the west, as well as from the Foothill fault system located to the east. Earthquakes on these faults could generate ground accelerations up to 0.2 times the acceleration of gravity in the City of Sacramento. This calculation corresponds to a probable maximum intensity of VIII on the Modified Mercalli Scale.<sup>14</sup>

No known faults or Alquist-Priolo special studies zones occur in or adjacent to the City of Sacramento.<sup>15</sup>

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14 Park El Camino Mitigated Negative Declaration, prepared March 2002.

15 Park El Camino Mitigated Negative Declaration, prepared March 2002.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<p>5. SEISMICITY, SOILS AND GEOLOGY.  <i>Would the proposal result in or expose people to potential impacts involving</i></p>			
a. Seismic hazards?	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Erosion, changes in topography or unstable soil conditions?	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Subsidence of land (groundwater pumping or dewatering)?	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	■

**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.

**Discussion**

- a. As discussed in the Environmental Setting section above, the Proposed Project would not be located on an area of any known faults or Alquist-Priolo special study zones. According to the Probabilistic Seismic Hazard Assessment for the State of California, “few known faults and low historical seismicity” have been observed in the Sacramento region.<sup>16</sup> The 1973 *Maximum Expectable Earthquake Intensity* map produced by the California Division of Mines and Geology identifies the project site in the Seismic Zone II, Moderate Severity Zone. This relates to probable moderate damage with probable maximum intensity of VII or VIII as shown on the Modified Mercalli Scale. The City requires that all new structures and systems be designed to withstand groundshaking intensity levels of VIII, as shown on the Modified Mercalli Scale.<sup>17</sup> All proposed development would be required to be constructed to withstand expected ground acceleration on site in accordance with the City’s building regulations.

The City’s Department of Public Works has waived the requirement for a Geotechnical Investigation according to the project application and no site evaluation related to liquefaction potential has been conducted. Project construction would be required to comply with the Uniform Building Code (UBC) as well as specific City design and engineering standards to address any seismic related impacts, including liquefaction.

16 California Geological Survey www.consrv.ca.gov. Accessed online March 2, 2005.

17 Park El Camino Mitigated Negative Declaration, prepared March 2002.

Therefore, impacts related to exposure of people or structures to seismic hazards are considered *less than significant*.

- b. As currently proposed, the project would involve the development of approximately 20.4 acres of land with structures, pavement and landscaping. The Proposed Project site was previously graded in preparation for the approved Park El Camino project but was never developed. The site does not currently contain trees or vegetation. Additional proposed grading activities associated with project construction would be minor in relation to previous clearing and grading activities. The Proposed Project would not be located on fill.<sup>18</sup>

The SNCP DEIR identifies liquefaction as the only known geologic hazard in South Natomas. Liquefaction may occur when water-saturated soils or alluvium are subjected to seismic activity. Soils on the project site have not been evaluated for liquefaction potential; however, the DEIR concluded that soil limitations related to urban development can be mitigated through standard design and engineering procedures.

The Stockton, Jacktone, and Cosumnes soils series occur throughout South Natomas and have a high potential for expansion when wetted,<sup>19</sup> soil map units on the site include Sailboat silt loam and Cosumnes silt loam.<sup>20</sup> Construction design measures are available to reduce impacts related to the potential for soils to shrink and swell. A corrective design measure discussed within the SNCP DEIR includes diverting runoff away from building foundations. Other design measures may include importation of other soil materials or engineered construction design. Project construction would be required to comply with the Uniform Building Code (UBC) as well as specific City design and engineering standards.

Site development is not anticipated to result in long-term effects related to erosion; however, short-term impacts related to construction and development may have the potential to result in temporary erosion impacts related to wind and water erosion of disturbed soils. Grading activities associated with site development and construction would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Ordinance 93-068) and would require that the developer prepare an erosion, sediment and pollution control plan for preliminary and final grading plans as well as construction and post-construction related activities. Best Management Practices for proper construction techniques, as required by the City, would also apply to project development. Therefore, impacts related to erosion, changes in topography or unstable soil conditions are considered *less than significant*.

- c. No groundwater pumping or dewatering is proposed. Impacts related to subsidence are considered *less than significant*.
- d. The project site has been mass graded in preparation of development and contains no unique geologic features. Impacts related to adverse impacts to unique geologic or physical features are considered *less than significant*.

18 City of Sacramento Universal Development Application for Downtown Ford, dated 27-May-04.

19 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984 (SCH # 84010904), page M-2.

20 United States Department of Agriculture, Soils Conservation Service, *Soil Survey of Sacramento County*, April 1993, Map No. 5 and pp 42 and 94.



## 6. Hazards

### Environmental Setting

Hazardous materials are formally defined as a substance or combination of substances that, because of its quantity, concentration, physical, chemical or infectious characteristics, may pose a potential hazard to human health or the environment when improperly handled. "Hazardous Waste" represents the same potential hazard.

A Phase I Environmental Site Assessment was prepared in 1997 by RGA Environmental, Inc., for the Park El Camino MND for the 20.4 acre subject property, which was previously in agricultural production. The Phase I Assessment was updated in 2001. The report concluded that the project site has been undeveloped since 1953 and no indications of environmental hazards were identified.<sup>21</sup> The Sacramento Environmental Health Department has records indicating a 500-gallon underground storage tank is located on the **former residential property to the east of** project site, although they do not maintain records regarding the integrity of underground storage tanks. This tank was not located on the list of known leaking underground storage tanks included in the Phase I Assessment.<sup>22</sup> During construction, it is anticipated either the removal or safe "closure" of the tank would occur pursuant to County's requirements.

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21 City of Sacramento, Park El Camino Mitigated Negative Declaration, prepared March 2002.

22 City of Sacramento, Park El Camino Mitigated Negative Declaration, prepared March 2002.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	
6.	<b>HAZARDS.</b>			
	<i>Would the proposal invoke:</i>			
a.	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	■
b.	Possible interference with an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	■
c.	The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	■
d.	Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	■
e.	Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	■

**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 dewatering activities.

**Discussion**

a, c, d. The Proposed Project would include the relocation of an auto dealership including service facilities to a site that is currently undeveloped. The Proposed Project site is not included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 (Cortese List).<sup>23</sup> The Phase I assessment prepared for the project site concluded that the site has been undeveloped since 1953 and no indications of environmental hazards were identified.<sup>24</sup> Proposed operations would include the routine transport, handling, use, storage and disposal of hazardous materials; however, construction and operation of all project

23 DTSC's Hazardous Waste and Substances Site List (Cortese List) for Sacramento County, [http://www.dtsc.ca.gov/database/Calsites/Cortese\\_List.cfm](http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm), accessed online 11-Mar-05.  
 24 City of Sacramento, Park El Camino Mitigated Negative Declaration, prepared March 2002.

components would be required to comply with applicable building, health, fire and safety codes.

During construction and operation of the Proposed Project, potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. The project includes a gas station. The construction and operation of this facility it is assumed would comply with all the existing requirements for this type of use. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the City of Sacramento Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials is highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods for handling any type of hazardous substance. The City currently complies with the City's Emergency Response Plan and the Sacramento County Hazardous Waste Management Plan. Because routine transport, use, and disposal of hazardous materials is regulated by existing federal, State, and local regulations and because the Phase I Assessment for the project site did not identify contaminated materials or toxic substances, this impact is considered *less than significant*.

- b. The project proposes to construct a 59-foot-wide internal access road extending from the future extension of Orchard Lane, which would terminate within the project area at a cul-de-sac. This internal access would also provide four driveways.<sup>25</sup> Construction of this extension would require approval by the City Development, Engineering and Finance Division of the Development Services Department, for consistency with the City's Improvement Standards and would not result in significant adverse impacts related to emergency access or response times. Construction of the access road could result in temporary, short-term transportation delays, but would be subject to the requirements contained within the City's emergency response and evacuation plans. Impacts related to impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan are considered *less than significant*.
- e. As discussed in the project description, the project site has been mass graded and is clear of trees and brush. Project approval would entitle the applicant to develop retail and commercial uses within the project site. Adjacent land uses include vacant land, vacant agricultural land, multi-family residential development and proposed residential and commercial development. The project would not include residential development and would not be located adjacent to or intermixed with wildlands; therefore, impacts related to increased fire hazard are considered *less than significant*.

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25 City of Sacramento Universal Development Application for Downtown Ford, dated 27-May-04.



## 7. Water

### Environmental Setting

#### Flooding

The City of Sacramento is located in the Sacramento Valley at the confluence of the Sacramento River and the American River. Stream flow for these two rivers varies tremendously throughout the year, being highest during winter and spring and lowest in the late summer and fall.

Prior to the early 1900s, flooding occurred regularly in the Sacramento Valley. Natural levees developed along the creeks and rivers, but winter storms regularly caused the spreading of floodwaters across expansive areas resulting from these creeks and rivers overtopping their banks. The city now incorporates an extensive system of man-made levees and floodways that protect most of the city from flooding. The development of the Sacramento flood control system greatly diminished the extent of flood hazard areas and there are no portions of the City beyond the levied channels and floodplains of the Sacramento and American Rivers currently designated as subject to flooding by those rivers during a 100-year runoff event.

The project site is not located in any of the designated drainage and flooding problem areas identified within the City's General Plan DEIR. Additionally, the project site is not located in a 100-year flood hazard area or potential seepage area.<sup>26</sup>

#### Surface Runoff

The site is not currently covered with an impervious surface. Surface water percolates into the soil or drains into local drainage ditches, which convey water into the East Drainage Canal and subsequently into the Sacramento River. The United States Environmental Protection Agency identifies urban surface water runoff as the United States' leading cause of water pollution. Common pollutants carried by urban water runoff include: heavy metals, oil and grease, household chemicals, pesticides, fertilizers, and sediments lost from soil erosion. These pollutants are typically referred to as "non-point" source pollutants and may originate from a variety of diffuse sources present in the urban environment.

The Central Valley Regional Water Quality Control Board requires individual construction projects exceeding one acre in size to file a "Notice of Intent" (NOI) to comply with the Construction General Permit under the National Pollutant Discharge Elimination System (NPDES). NPDES aims to substantially reduce non-point source pollution into waterways. Additionally, cities and counties are required to comply with the NPDES general permit through the reduction of non-point source pollution. The City of Sacramento requires Best Management Practices in compliance with NPDES which include the following components:

- Maintenance of structures and roads,
- Flood control management,

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26 City of Sacramento, *City of Sacramento General Plan Update*, DEIR, prepared by Jones and Stokes, March 1987 (SCH# 86101310), page W-4.

- Comprehensive development plans,
- Grading, erosion, and sediment control ordinances,
- Inspection and enforcement procedures,
- Educational programs for toxic material management,
- Reduction of pesticide use, and
- Site-specific structural and no-structural control measures.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<p><b>7. WATER.</b>  <i>Would the proposal result in or expose people to potential impacts involving:</i></p>			
<p>a. Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling or storage, delivery areas, etc.)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Exposure of people or property to water related hazards such as flooding?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Changes in currents, or the course or direction of water movements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f. Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of recharge capability?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g. Altered direction or rate of flow of groundwater?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h. Impacts to groundwater quality?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Standards of Significance

*Water Quality.* 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.

## Discussion

- a, c. The Proposed Project would be constructed on a 20.4 acre parcel that has been cleared and graded, but is currently not developed. Because the Proposed Project would disturb more than five acres, the project applicant is required by State law to obtain and comply with the State General Construction Activity Stormwater Permit. Grading of the site would be done in compliance with this permit. This would prevent or reduce any adverse water quality impacts due to construction because the applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and to implement Best Management Practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures. Examples of typical construction BMPs completed in SWPPPs include: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; installing traps, filters, or other devices at drop inlets to prevent contaminants from entering stormdrains; and using barriers, such as straw bales or plastic, to minimize the amount of uncontrolled runoff that could enter drains or surface water.

Urban contaminants in stormwater runoff in the Sacramento area are managed in accordance with the federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act (CWA). The permit is intended to implement *The Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin* (Basin Plan) prepared by the CVRWQCB in compliance with the federal CWA and the State Porter-Cologne Water Quality Act. The Sacramento County Water Agency, City of Sacramento, City of Folsom, and the City of Galt applied for, and were granted, a joint NPDES permit (No. CAD0082597) on January 20, 1995. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce stormwater management programs within their own jurisdiction. As part of the conditions of the permit, dischargers are required to implement BMPs.

The applicant would be required to comply with all City Codes and would be required to submit grading and drainage plans to the Development, Engineering and Finance Division of the Development Services Department for review and approval. These plans are required to indicate BMP's for minimizing erosion and sedimentation and pollutant discharge prevention. With implementation of BMPs and construction of on-site drainage

improvements to City specifications, the Proposed Project would result in a *less than significant* impact to water quality.

- b. The project site is not located within a 100-year flood hazard area, a potential seepage area, or drainage and flooding problem area. The project site is located in a Rescue Area and shall follow the development guidelines as specified in the City of Sacramento Comprehensive Flood Management Plan, February 1996. The project does not include development of any housing. Therefore, impacts related to the placement of housing within a 100-year flood hazard area or structures which would impede or redirect flows within a 100-year flood hazard area are considered *less than significant*.
- d. The project site is relatively level. The project applicant proposes only minor, construction-related grading. Increased impervious cover has the potential to result in a reduction of surface water infiltration and may result in increased surface flows resulting in off-site drainage impacts if drainage plans are not properly designed. Improperly designed drainage has the potential to result in increased runoff and may result in flooding. As a result of the previously completed grading, the project site is designed to direct storm water flows to the north, towards I-80 and connect to the existing 30-inch and 36-inch culverts that currently convey storm water north under the freeway. Improvement plans proposed as part of the City of Sacramento's West El Camino Road Widening Improvement plans propose a new 48-inch culvert in Orchard Lane that increases in size to a 66-inch culvert as it crosses West El Camino Avenue.

The project would be required to extend a storm drain main (main extension) north in future Orchard Lane to the proposed public cul-de-sac street. Runoff from the entire project shall drain through a water quality/detention basin or other city approved water quality/stormwater detention facility located in the vicinity of the northwest and/or southwest quadrant(s) of the intersection of future Orchard Lane and the proposed cul-de-sac street. The storage required for this basin is approximately 65,000 cubic feet or 1.5 acre-feet. Outflow from the basin would discharge to the main extension in future Orchard Lane. From the main extension in Orchard Lane, storm runoff is conveyed in underground pipes to the Willow Creek Assessment District (Sump 160) pump station located on the Sacramento River.

Development of the Proposed Project would increase the amount of impervious surface on the project site, which would generate additional runoff over that which currently exists. The project site is not on or adjacent to an existing stream or river and would not result in the alteration of the course of a stream or river. A site-specific drainage study has not been prepared for this project. However, per City requirements, prior to issuance of a building permit, an adequate stormwater drainage plan would be required, designed to the satisfaction of the City Utilities Director. Construction of the drainage facilities would be required prior to issuance of a building permit and construction of the drainage facilities would be required to be completed prior to issuance of a certificate of occupancy of any building.

Construction-related activities could have the potential to result in adverse impacts related to alteration of on-site drainage impacts which could result in substantial on-site and off-site erosion and siltation. The applicant would be required to file a NOI to comply with the

Construction General Permit for grading activities exceeding one acre in size. The applicant may also be required to prepare a SWPPP as part of filing the NOI. The SWPPP must include specific practices and schedules for installation, maintenance and monitoring of all erosion control measures on site. The City's Building Standards, Section V of the Development Guidelines, require drainage improvements designed to City specifications.

The project would be required to extend a storm drain main (main extension) north in the future Orchard Lane to the proposed public cul-de-sac street. Runoff from the entire project shall drain through a water quality/detention basin or other city approved water quality/stormwater detention facility located in the vicinity of the northwest and/or southwest quadrant(s) of the intersection of future Orchard Lane and the proposed cul-de-sac street. The storage required for this basin is approximately 65,000 cubic feet or 1.5 acre-feet. Outflow from the basin would discharge to the main extension in future Orchard Lane, therefore impacts related to the substantial alteration of existing drainage patterns resulting in erosion or siltation on- or off- site or flooding on- or off- site are considered *less than significant*.

- e. The project site is not located adjacent to any rivers or streams and would therefore, not result in the alteration of the course of a river or stream. Impacts related to changes in currents, or the course or direction of water movements are considered *less than significant*.
- f, g. The Proposed Project would not rely on groundwater resources for water supply. The Proposed Project would use water from existing City surface water sources and would not result in adverse impacts related to substantial depletion of groundwater supplies. Development of this project as proposed, consistent with proposed development discussed within the SNCP DEIR would result in increased impervious cover and would reduce groundwater recharge rates within the area. These areas are not considered major recharge areas for the deeper aquifers, which primarily provide domestic water supplies.<sup>27</sup> Therefore, impacts related to substantial depletion of groundwater supplies or substantial interference with groundwater recharge are considered *less than significant*.
- h. City requirements for the applicant to submit grading and drainage plans to the Development, Engineering and Finance Division of the Development Services Department for review and approval prior to commencement of grading activities. As required by City Code, these plans must include BMP's designed to prevent pollutant discharges that may have the potential to impacts groundwater quality, therefore; impacts relate to adverse impacts to groundwater quality are considered *less than significant*.

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27 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984, (SCH# 84010904), page N-10.

## 8. Land Use

### Environmental Setting

The Proposed Project site is located in the SNCP area on undeveloped land that was previously used for agricultural production.<sup>28</sup> The project site is vacant and level and has recently been mass graded for development. A previous entitlement for development was approved by the City for these parcels in September 2002, as the "Park El Camino" project (POO-174). This project proposed mixed retail and office uses along with a hotel/motel. Project approvals included a PUD Guidelines Amendment to remove the Highway Commercial and Residential Guidelines designations and added General Commercial C-2 Guidelines. This project was never constructed.

The current project, as proposed, would involve entitlements authorizing the development, construction and operation of an automobile dealership with display, sales and service centers on the northern 11.84 acres of a 20.4 acre site, identified as Assessor's Parcel Numbers 225-0220-040, 064, 065, located at the northwest corner of El Camino Avenue and Orchard Lane, within the SNCP Area. The proposal would include a two story structure, 933 parking stalls, an illuminated sign and landscaping. The remaining 7.5 acres would be developed with a mix of office and retail uses, including 42,000 sf of office space and 19,500 sf of retail uses, as well as a 4,000 sf restaurant and gas station. Existing adjacent land uses include I-80, and vacant land designated for Commercial and Agricultural uses.

The project site is currently zoned General Commercial (C-2 PUD) and no rezone is proposed. The existing General Plan designation is Community/Neighborhood Commercial and Office. The SNCP designation for this parcel is Community Commercial. No change of this designation is proposed.

The Guiding Land Use policy adopted for the 1988 SNCP identifies the community developing as a "high quality mixed-use community, providing locations for residential, commercial, office and business park land uses."<sup>29</sup> The plan also emphasizes the enhancement of neighborhood and plan area identity with an adequate level of supporting public facilities and services.<sup>30</sup>

### Agriculture

The project site does not meet the criteria for Prime Farmland. According to 2002 data from the California Department of Conservation Land Resources Protection Division's Farmland Mapping and Monitoring Program, the project site is classified as "Other Land." "Other Land" is defined as:

*"Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than*

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- 28 City of Sacramento, Application and Project Questionnaire for Development Requiring Commission and/or City Council Review, El Centro Crossing, June 2000.
- 29 City of Sacramento, South Natomas Community Plan, November 1988, page 2.
- 30 City of Sacramento, South Natomas Community Plan, November 1988, page 2.

*forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.*<sup>31</sup>

Although the project site was previously in agricultural production and is located in an area known to contain prime agricultural land, the project site is not considered Prime Farmland. Additionally, the site has been mass graded.

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31 California Department of Conservation, Land Resources Division, Farmland Mapping Program website, <http://www.consrv.ca.gov/DLRP/fmmp/index.htm>, accessed 10-Mar-05.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>8. LAND USE AND PLANNING.</b>			
<i>Would the proposal:</i>			
a. Result in a substantial alteration of the present or planned use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Standards of Significance**

For the purposes of this analysis, an impact is considered significant if the proposed project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

**Discussion**

- a. The project site is located within the SNCP, which identifies the community developing as a “high quality mixed-use community, providing locations for residential, commercial, office and business park land uses.”<sup>32</sup> The Proposed Project would be developed within the community and would not physically divide an established community. The Proposed Project would include an auto dealership along with office and retail uses. Existing adjacent land uses include I-80, as well as land designated for residential development to the east (adjacent to park and water quality basin) and vacant land designated for commercial development. The proposed mixed use commercial would be compatible with vacant designated-commercial land to the south as well as multifamily development to the southeast and would compliment the nearby I-80 transportation corridor.

The site is currently zoned General Commercial (G-2 PUD) and no rezone is proposed. The General Commercial district is defined as:

*“general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging.”<sup>33</sup>*

Nonresidential developments requiring discretionary approval must comply with the design requirements specified under Section 17.132.035 (C) of the Zoning Ordinance. This project

32 City of Sacramento, *South Natomus Community Plan*, November 1988, page 2.  
 33 City of Sacramento, *Sacramento City Code*, Chapter 17, Section 17.20.010.

proposes to amend the prior PUD Guidelines that were adopted to permit development of the prior project.

The existing General Plan designation is Community/Neighborhood Commercial and Office. The SNCP designation for this parcel is Community Commercial.<sup>34</sup> The Community/Neighborhood Commercial and Office General Plan designation is designed to accommodate shopping centers under 200,000 sf, commercial strips and smaller office projects offering goods and services to area residents and may be located adjacent to residential areas without adverse impacts according to the Sacramento City General Plan.<sup>35</sup>

The project is consistent with the underlying General Plan and Community Plan land use designations, zoning, and PUD land use designations.<sup>36</sup> Impacts related to substantial alteration of present or planned land use are considered *less than significant*.

- b. Agricultural resource issues in the SNCP area are addressed in Chapter M, Geology and Soils, of the 1984 SNCP EIR. The City of Sacramento is in the heart of one of the most productive agricultural regions in the world. According to the SGPU EIR, approximately 9,700 acres of the 21,971 acres of vacant/agricultural land within the City of Sacramento (most of which are located in North and South Natomas) meet the soil criteria for prime agricultural land. The project site was previously used for agricultural purposes.<sup>37</sup> However, the project site is designated as "Other Land" by the California Department of Conservation, Division of Land Resources, Farm Mapping and Monitoring Program, 2002 data.

The Proposed Project would result in the conversion of approximately 20 acres of vacant land to developed uses. Under both the City's General Plan and the SNCP, the project site had been identified for development. The 2002 Farmland Mapping and Monitoring Program 2002 data does not identify the site as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The project site is not zoned Agriculture, but is zoned C-2-PUD (General Commercial-Planned Unit Development). The General Plan designates the project site as Community / Neighborhood Commercial and Office and the SNCP designates the site as Community Commercial. These land use designations accommodate commercial growth in an area of mixed urban land uses. There are no active Williamson Act contracts on any portion of the project site. Although the project site is bordered by Prime Farmland to the east, the site is bordered by developed lands, I-80 and West El Camino Avenue to the west and to the south.

The project site is adjacent to existing agricultural land to the east. According to the SNCP, this land is designated for low and medium density residential development. It is anticipated that this land would be developed in the future. Implementation of the Proposed Project

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34 City of Sacramento Universal Development Application for Downtown Ford, dated 27-May-04.

35 City of Sacramento General Plan, 1988

36 City of Sacramento Universal Development Application for Downtown Ford, dated 27-May-04.

37 City of Sacramento, Application and Project Questionnaire for Development Requiring Commission and/or City Council Review, El Centro Crossing, June 2000.

would not, in and of itself, cause the loss of agricultural land that was not already planned for development. Therefore, the impacts related to adverse impacts on agricultural resources are considered *less than significant*.



9. Energy

**Environmental Setting**

Electricity within South Natomas is supplied from the Sacramento Municipal Utility District (SMUD). High voltage 230,000 volt and 115,000 volt transmission lines provide power to substations, where the power is stepped down and routed to neighborhood communities throughout the area.

Pacific Gas and Electric (PG&E) provides natural gas service within the area.

The SNCP EIR found that the energy demand of the Park El Camino project could be served by existing energy resources.<sup>38</sup>

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38 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984 (SCH # 84010904), page U-47.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>9. ENERGY.</b> <i>Would the proposal result in impacts to:</i>			
a. Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Substantial increase in demand of existing sources of energy or require the development of new sources of energy?	<input type="checkbox"/>	<input type="checkbox"/>	■

**Standards of Significance**

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

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

**Discussion**

a-c. As discussed in the environmental setting section, the analyses contained within the SNCP EIR concluded that existing energy resources and supply were adequate to serve the demand of the Park El Camino project, which was proposed as a more intensive land use than the Proposed Project.

The City's PUD Guidelines contain specific measures required for energy conservation, including building design to meet State and federal standards as well as landscape design to minimize surface heat gain. The Guidelines also specify that SMUD will conduct periodic energy-use audits to identify wasteful consumption practices and opportunities for energy use reduction. Existing supplies were found to be adequate for the previously approved, more intensive Park El Camino project and the PUD Guidelines incorporate additional required energy conservation measures in conjunction with federal, State and local regulatory requirements, therefore; impacts related to energy, are considered *less than significant*.

10. Noise

**Environmental Setting**

External noise sources that could affect the site primarily include noise from nearby I-80, I-5 and adjacent and nearby streets.

The subject site is located in an area where the noise from several sources is expected to exceed the 60 dBA limit for exterior environments specified by the City of Sacramento Noise Element at build out of the General Plan.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
10. <b>NOISE.</b> <i>Would the proposal result in:</i>			
a. Increases in existing noise levels?			
Short-Term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of people to severe noise levels?			
Short-Term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Long Term	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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;
- Residential interior noise levels of 45 L<sub>dn</sub> or greater caused by noise level increases due to the project;
- 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.

**Discussion**

a, b. As discussed in the project description, the area surrounding the project site is largely undeveloped. The only sensitive noise receptor that exists in the immediate vicinity is the Villas at Riverbend apartment complex at the southeast corner of the West El Camino and Orchard Lane.

The Proposed Project would develop retail and office/commercial uses, as well as an auto dealership. All of these uses are consistent with the zoning of the project site, and none of the proposed uses are known to generate substantial non-transportation noise. To minimize noise associated with the auto dealership, an individualized paging and communication

system to communicate with employees is proposed in lieu of traditional loudspeaker systems.

It is expected that the greatest source of noise that would be generated would be associated with vehicles that would be driven to and from the site by employees and customers. The Proposed Project is estimated to generate approximately 662 a.m. peak hour trips, 814 p.m. peak hour trips and 8,693 daily trips— 229 fewer trips in the a.m. peak period, 52 fewer trips in the p.m. peak period, and 983 fewer daily trips than the previously approved Park El Camino project. Because of the project's proximity to I-80, it is likely that the majority of traffic would approach the project site via this Interstate. Traffic approaching from I-80 would not pass by the Villas at Riverbend apartments. However, some traffic may also approach the project from surface roads, or from I-5 to the east. This traffic would most likely pass by the apartments along West El Camino.

Resulting noise levels would be consistent with an area in such a close proximity to a major freeway. Moreover, the proximity of the freeway would indicate that freeway noise is probably the most dominant and consistent noise source in the area, and traffic noise on surface streets would be secondary to that of the freeway over a 24-hour period. Consequently, it is not likely that the project would increase noise levels at these apartments or other sensitive noise sources that would be noticeable above the existing freeway noise.

Groundborne vibration and groundborne noise levels can be generated by heavy-equipment and impact equipment (such as pile-drivers or jackhammers) during construction activities. Table 4 below shows typical groundborne vibration levels for various pieces of construction equipment that could be used during construction of the Proposed Project.

Construction Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998; and EIP Associates, 2005.

Groundborne vibration is an issue when it reaches levels that can disrupt sleep. The Federal Railway Administration (FRA) has developed the only set of widely used guidelines for assessing groundborne vibration impacts. The FRA has determined that groundborne vibration levels of greater than 80 vibration decibels (VdB) are unacceptable for residences and buildings where people normally sleep. As shown in the table above, at distances of 60 feet or greater, VdB from construction equipment would be less than the 80 VdB. The distance between the property line of the Proposed Project and the Villas at Riverbend apartments is greater than 60 feet, so even when equipment is operating at the edge of the site, vibration levels would not exceed the 80 VdB threshold at the apartments.

Once the project is built, there would be no permanent sources of vibration, since the uses planned for the site are auto mall, retail, office, and other commercial uses. Consequently, the Proposed Project would not permanently expose nearby existing or future residences to noticeable vibration levels. Construction activities would not expose the nearest sensitive receptors to groundborne vibration levels in excess of 80 VdB and operation of the Proposed Project would not create permanent sources of groundborne vibration.

As discussed above, because of the proposed land uses associated with the project, no substantial non-traffic noise is expected. The greatest source of noise associated with project operations would be the traffic generated by the project. Based on traffic generated by other similar types of projects, it can be estimated that the Proposed Project would add approximately 5,000 trips per day to the surrounding roadway network. Because of the project's proximity to I-80, it is likely that most of these trips would arrive and depart from this Interstate. These trips would not pass by the nearest receptors at the southeast corner of Orchard Lane and El Camino Avenue. Traffic could also arrive and depart from the east, however, in which case they would pass the Villas at Riverbend apartments.

Because of the limited number of trips that would pass by the Villas at Riverbend apartments, noise levels may be slightly increased, but it is unlikely that this increase would be noticeable to the residents of nearby receptors. Noise levels would still be consistent with the noise environment of a commercially zoned area near a major freeway.

The uses associated with light retail and commercial zoning would not be expected to produce loud volumes of noise. Sound generated by operations of the Proposed Project would not be substantial and most likely would not be noticeable to noise receptors in the area. Also, the Sacramento Municipal Code regulates excessive noise at residences in Section 8.68.060 – *Exterior Noise Standards*. Uses locating at the project site would be subject to this section of the municipal code.

Construction of the Proposed Project would generate high levels of noise for a limited amount of time. These sources of noise would be temporary. Table 5 shows noise levels produced at 50 feet for typical pieces of construction equipment, and Table 6 shows typical noise levels associated with various construction activities at 50 feet.

TABLE 4

## NOISE RANGES OF TYPICAL CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Levels in dBA Leq at 50 feet <sup>1</sup>
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

1. Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.  
Source: U.S. EPA, 1971.

TABLE 5

## TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Levels at 50 Feet (dBA <sub>Leq</sub> )	Noise Levels at 50 Feet with Mufflers (dBA <sub>Leq</sub> )
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA, 1971.

As shown in Tables 5 and 6 above, construction noise levels could be noticeable at the nearest sensitive receptors during the construction period, especially during grading activities, or when impact equipment is being used. Although noise levels associated with construction activity could be substantial for limited times, construction is regulated by the Sacramento Municipal Code. Section 8.68.080 (Exemptions), exempts noise sources due to the erection of any building or structure in the City, as long as construction does not occur outside of the hours of 7 AM and 6 PM Monday through Saturday, or 9 AM and 6 PM on Sunday. This would ensure that construction noise would not occur during the more sensitive nighttime hours when residents at the nearest receptors may be trying to sleep.

Permanent operation of the Proposed Project is not expected to generate substantial increases in noise, either temporarily or periodically. Construction of the Proposed Project would be temporary and limited to daytime hours and is otherwise exempted by the provisions of the Sacramento Municipal Code.

The closest airport to the project site is the Natomas Airport. This private airport is closed. The Sacramento International Airport is located over nine miles from the project site. The project's proximity to I-80 indicates that freeway noise would be the greatest noise source in the vicinity, and any aircraft noise would be secondary to this freeway noise. There are no private airstrips in the vicinity of the project site.

Construction related noise level increase would be short-term and temporary, while the proposed use is consistent with the designated land use and the surrounding land uses. Existing ambient noise levels include traffic from I-80 and traffic accelerating to merge on to the highway. Noise standards are enforced by the City's Municipal Code, therefore; impacts related to long and/or short-term impacts from noise are considered *less than significant*.

## 11. Population and Housing

### Environmental Setting

South Natomas is an area of mixed-use development including commercial and retail developments intermixed with residential development. Area residents are interested in protecting and enhancing the residential character of their community. In the late 1970's the area was planned for high-density, transit-oriented residential development with a small designation of office space. Currently however, the SNCP anticipates a much stronger and larger office and commercial presence within the area. Future challenges for the planning area include maintaining community identity while accommodating business and commercial development.<sup>39</sup>

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39 City of Sacramento, *South Natomas Community Plan*, November 1988, page 2.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<p>11. <b>POPULATION AND HOUSING.</b> <i>Would the proposal:</i></p>			
<p>a. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Displace existing housing, especially affordable housing?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Standards of Significance**

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.

**Discussion**

- a. The Proposed Project does not involve residential development or the extension of roads or other infrastructure. Employment opportunities would be provided by the proposed retail, office and commercial project components included as part of the project. The Proposed Project is consistent with the existing General Plan designation of Neighborhood Commercial and Office. The project site was previously designated for employment-generating uses. Therefore, impacts related to inducement of substantial population growth are considered *less than significant*.
  
- b. The Proposed Project site is currently undeveloped and development of the project would not result in the displacement of substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere. Therefore, impacts are considered *less than significant*.

## 12. Public Services

### Environmental Setting

The project site would be served by the Sacramento Police and Fire Department and the Natomas Unified School District. The Sacramento Fire Department provides fire-related and emergency services to the South Natomas area. Station 15 is the designated station for this area and houses one engine and one water truck. The station responded to 3,111 dispatches in 2003. According to the Sacramento Police Department 2003 Annual Report, the Sacramento Police Department has staffing of 662 sworn officers and 381 non-sworn officers.

Park and recreation facilities are provided by the City and the County of Sacramento. Sacramento County has jurisdiction over Discovery Park and the American River Parkway, with Discovery Park considered as a major regional park for South Natomas area residents. The City of Sacramento Department of Parks and Community Services website<sup>40</sup> identifies a community center, library and off-site parking as components of the South Natomas Community Center Park Master Plan. The Department also identifies Orchard Park, Park Plaza Park, Strauch Park Site, Barandas Park Site, Shorebird Park Site, and River Otter Park Site as additional new park and facility projects within the South Natomas area. The City also provides recreational, educational, and cultural programs at the Northgate Community Center and local schools.<sup>41</sup>

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40 City of Sacramento Department of Parks and Community Services Website, [www.cityofsacramento.org/parksandrecreation](http://www.cityofsacramento.org/parksandrecreation), accessed online 14-Mar-05.

41 City of Sacramento, *South Natomas Community Plan Update and Related Projects Draft Environmental Impact Report, 1984*, prepared by Jones and Stokes, SCH # 81010904, page H-30.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>12. 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?	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	■
e. Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	■

**Standards of Significance**

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

**Discussion**

a. The City has an adopted Fire Code, Section 15.36 of the Building and Construction Code, which provides provisions for fire protection within the City. The Sacramento Fire Department provides fire protection and emergency medical services within the project area. The Proposed Project would introduce new retail, commercial, and office uses to the project site. All new structures would be built in accordance with the requirements set forth in both the California Uniform Building Code (CUBC) and the Uniform Fire Code (UFC).

It is not anticipated that the project would require additional fire protection that would necessitate construction of a new fire station. The applicant would be required to pay all applicable fees including, but not limited to, the South Natomas Community Infrastructure Fund (SNCIF), therefore; impacts related to the adequate provision of fire protection services associated with project development are considered *less than significant*.

b. As the Natomas area continues to grow, the Sacramento Police Department will continue to subdivide service areas into separate sectors and add personnel and officers, as necessary. Long-range plans (2012) include the construction and operation of a police sub-station in Natomas.<sup>42</sup> The developed project site would be well-lit and buildings would be clearly marked. The project does not include residential uses and would not add new residents to

42 Rick Jones, Captain, Sacramento Police Department, personal communication, May 2002, as cited in *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

the area. The project does not include residential uses and would not add new residents to the area. Impacts related to the adequate provision of police services associated with project development are considered *less than significant*.

- c. Schools near the project site include Two Rivers Elementary School, Leroy F. Greene Middle School and Natomas High School. The Proposed Project would not involve residential development and would not result in the addition of any school-age children. Therefore, impacts related to substantial adverse physical affects related to the need or provision of new school facilities that would result in significant environmental affects in order to maintain acceptable service ratios are considered *less than significant*.
- d. The Proposed Project would involve private development for commercial business and would not involve residential development. Public rights-of-way and roads would be required to be development in compliance with the City's adopted standards. The City and County contribute to a variety of public opportunities for facilities and activities. The Proposed Project would not cause or contribute to a decline of any of these opportunities, therefore; impacts are considered *less than significant*.
- e. As stated above, the project would involve private development of commercial businesses. Adverse impacts to government facilities are not anticipated, therefore, impacts are considered *less than significant*.



### 13. Recreation

#### **Environmental Setting**

The City of Sacramento Master Plan for Park Facilities and Recreation Services, 1984, established by the Sacramento Department of Parks and Community Services, defines the goals which establish park acreage allocations. The SNCP establishes a standard of five acres of park for every thousand residents, taking into consideration community and city parks, as well as school parks and regional parks. The plan includes a "General Public Facilities" land use designation which includes parks and proposes three additional parks.<sup>43</sup>

Within the vicinity of the Proposed Project site, Gateway Park is located to the south and Orchard Park, Main Canal Parkway, and East Natomas Park are located to the south and southeast of the site. No other parks or recreational are located near the site. Additionally, there are two parks proposed east of the project site that are currently under review by the City.

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43 City of Sacramento, South Natomas Community Plan, November 1988, page 5 and 46.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>13. RECREATION.</b> <i>Would the proposal:</i>			
a. Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Affect existing recreational opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

a,b. The Proposed Project would develop a mixed-use commercial area consistent with the underlying zoning and land use designation as specified by the General Plan and the SNCP. The project would not introduce a new population because no residential development is proposed; therefore, the project is not anticipated to result in increased use of existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated or require the construction or expansion of existing recreational facilities. Impacts are considered *less than significant*.

#### 14. Transportation/Circulation

The project site is located on the corner of West El Camino Avenue and Orchard Lane, adjacent to I-80 in the City of Sacramento. Information for this discussion is based on the *Traffic Impact Study, Park El Camino Project at West El Camino Avenue/Orchard Lane* by Fehr & Peers Associates prepared in July 2001. The Traffic Impact Study was prepared for the Park El Camino project. The Park El Camino Traffic Impact Study included two separate land use options. Land uses for Option 1 considered the following uses: 176,000 square feet (sf) of office uses, a 120-room hotel, a 10,000-sf high turnover restaurant, a 6,000-sf fast food restaurant, a 12-fuel pump service station, and 10,000-sf of retail uses. The proposed land uses under Option 2 included: 222,000-sf of commercial uses. The land uses associated with the Proposed Project are generally considered similar in nature to, but less intense, than the previously proposed Option 1 as analyzed in the traffic study, therefore, the discussion in this section refers only to Option 1 traffic impacts as they related to proposed land use within the previous traffic study.

##### Roadways

A brief description of the key roadways serving the Proposed Project site is provided below.

*West El Camino Avenue* – is a major east-west arterial located at the southern border of the project site that extends from El Centro Road to Norwood Avenue (where it becomes El Camino Avenue). West El Camino Avenue is currently a two-lane road in the vicinity of the project (one lane in each direction) and widens to four lanes from Gateway Oaks Drive to the east.

*Orchard Lane* – is a north-south collector roadway that extends from Garden Highway to just north of West El Camino Avenue serving primarily adjacent residential uses. This roadway has two travel lanes (one in each direction) between Garden Highway and River Plaza Drive where it widens to include a two-way left-turn lane and bike lanes up to Barandas Road.

*Gateway Oaks Drive* – is a north-south roadway that runs from Garden Highway on the south to the East Main Drainage Canal. It is a four-lane roadway with a two-way left-turn lane between Garden Highway and West El Camino Avenue and becomes a wide two-lane unstriped roadway north of West El Camino Avenue. Gateway Oaks Drive provides access to adjacent residential and office uses.

##### Transit Service

Sacramento Regional Transit (RT) provides service on West El Camino Avenue near the proposed project site via Route 88. This route provides service to downtown Sacramento from West El Camino Avenue and Gateway Oaks Drive, which is the western boundary of this route.

##### Existing Conditions

The existing traffic conditions were analyzed within the traffic study prepared for the previously approved Park El Camino project. As mentioned in the project description, a copy of the Traffic Study can be reviewed at the City of Sacramento Development Services Department, 1231 I Street, Room 300, Sacramento, California, 95814.

The Traffic Impact Study for the Park El Camino project studied the following five intersections:

- West El Camino Avenue/Orchard Lane,
- West El Camino Avenue/Interstate 80 Westbound Ramps,
- West El Camino Avenue/Interstate 80 Eastbound Ramps,
- West El Camino Avenue/Interstate 5 Northbound Ramps, and
- West El Camino Avenue/Gateway Oaks Drive.

All five study intersections were shown to operate at acceptable conditions, as defined by the City's Standards of Significance, at LOS C or better during the a.m. and p.m. peak hours at the time the Traffic Impact Study was prepared. However several new projects were anticipated to be constructed in the vicinity of the project site. Therefore, the Traffic Impact Study included an analysis of baseline traffic conditions to represent the traffic operations associated with the future construction of the other approved projects (Baseline Projects) including incorporation of any applicable roadway improvements within the study area.

### Baseline Conditions

The baseline conditions consisted of the existing conditions plus the previously approved development projects (Baseline Projects) as well as the applicable roadway improvements in the area. The volume of peak-hour traffic to be generated by the baseline projects in the area was estimated assuming buildout of the Baseline Projects, Table 7 summarizes the results of the level of service calculations for the study intersections under Baseline Without Project conditions from the Park El Camino Project Traffic Impact Study. As shown in the table, under Baseline Conditions Without the Project, three of the five study intersections would operate at an acceptable level of service. The West El Camino/I-80 westbound ramp and West El Camino/I-80 eastbound ramp intersections would operate at unacceptable levels of service during the a.m. and p.m. peak hours.

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
West El Camino Ave./I-80 Westbound Ramps	Stop-control	>50.0	F	>50.0	F
West El Camino Ave./I-80 Eastbound Ramps	Stop-Control	39.3	E	>50.0	F
West El Camino Ave./Orchard Lane	Traffic Signal	16.5	B	13.0	B
West El Camino Ave./Gateway Oaks Drive	Traffic Signal	24.7	C	31.7	C
West El Camino Ave./I-5 Northbound Ramps	Traffic Signal	18.5	B	19.5	B

Notes: 1 – Average control delay in seconds per vehicle for both signalized and unsignalized intersections.  
Source: Traffic Impact Study for Park El Camino Project, Fehr & Peers, 2001.

### Cumulative Conditions

The Traffic Impact Study prepared for the Park El Camino Project analyzed cumulative (Year 2025) conditions, considered the land use assumptions and roadway improvements as per SACMET 2025 Travel Demand forecasting model.

Table 8 summarizes the results of the level of service calculations for the study intersections under Cumulative Without Project conditions from the Traffic Impact Study for the Park El Camino Project. As shown in the table, under Cumulative Conditions Without Project, all of the study intersections would operate acceptably.

<b>TABLE 7</b>					
<b>CUMULATIVE (YEAR 2025) WITHOUT PROJECT CONDITIONS</b>					
<b>Intersection</b>	<b>Traffic Control</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
		<b>Delay<sup>1</sup></b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>
West El Camino Ave./I-80 Westbound Ramps	Traffic Signal	16.6	B	15.3	B
West El Camino Ave./I-80 Eastbound Ramps	Traffic Signal	17.2	B	23.9	C
West El Camino Ave./Orchard Lane	Traffic Signal	24.7	C	19.1	B
West El Camino Ave./Gateway Oaks Drive	Traffic Signal	28.2	C	33.5	C
West El Camino Ave./I-5 Northbound Ramps	Traffic Signal	16.5	B	22.3	C

Notes: 1 - Average control delay in seconds per vehicle for both signalized and unsignalized intersections.  
 Source: Traffic Impact Study for the Park El Camino Project, Fehr & Peers, 2001.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>15. TRANSPORTATION/ CIRCULATION</b>			
<i>Would the proposal result in:</i>			
a. Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Rail, waterborne or air traffic impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Standard of Significance**

Impact significance criteria's are summarized below for study area intersections, bicycle and pedestrian facilities, and transit facilities).

*Intersections and Roadways:* The City of Sacramento defines the threshold of significance for traffic impacts at intersections as follows:

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

These standards have been developed consistent with a goal set forth in the City of Sacramento General Plan Update (1988). Specifically, section 5-11 – Goal D, states to “Work towards achieving a LOS C on the City’s local and major street system.”

**Signal Warrant Analysis:** A significant impact with regard to signal warrants would occur if the project would generate enough traffic to warrant a traffic signal.

**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, or
- The project was to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

**Pedestrian Circulation:** A significant pedestrian circulation impact would occur if the project was to result in unsafe conditions or hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

**Transit System:** A significant impact to the transit system would occur where project generated ridership when added to the 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 hours of operations.

**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.

## Discussion

### a. **Trip Generation**

As discussed above, the Traffic Impact Study for the original Park El Camino Project included development of a mix of retail and office uses along with a hotel/motel for Option 1. The land uses for Option 1 under the Park El Camino Project would have included: 176,000-sf of office uses, a 120-room hotel, a 10,000-sf high turnover restaurant, a 6,000-sf fast food restaurant, a 12-fuel pump service station, and 10,000-sf of retail uses.

The Proposed Project would include less intense uses than the previously approved project. The Proposed Project would include a total of approximately 88,545 sf in auto sales, service and office buildings. The project would also include 42,000 sf of non-auto related office uses, 19,500 sf retail uses, 4,000 sf of restaurant use, and a gas station. The Proposed Project would result in approximately half of the developed square footage of the original Park El Camino Project. The City has determined that the number of trips generated by the project would not require a revised traffic study.

In order to evaluate any additional potential traffic impacts of the Proposed Project in addition to the impacts of the previously approved Park El Camino project, the trip generation for the Proposed Project was compared with the trips generation for Park El Camino Traffic Impact Study. In order to ensure the consistency among the trip generation potentials for both, the Park El Camino project and the current Proposed Project, the

number of anticipated trips are represented without adjustments for internalization and pass-by trips for both the projects. According to the trip generation estimates as discussed above, the current Proposed Project is anticipated to generate 662 a.m. peak hour trips, 814 p.m. peak hour trips, and 8,693 daily trips.

The previously approved Park El Camino Project was projected to generate a total of 9,681 daily trips, with 891 a.m. and 866 p.m. peak hour trips. Based on the trip generation comparison for the Proposed Project and the Park El Camino Project, the Proposed Project uses would result in 229 fewer trips in the a.m. peak period, 52 fewer trips in the p.m. peak period, and 983 daily trips compared to the Park El Camino Project.

The review of the land uses and the trip generation for the Proposed Project, as presented above, indicates that overall, the traffic impacts of the Proposed Project are adequately analyzed in to the previously approved Traffic Impacts Study for the Park El Camino project. Furthermore, since the anticipated trips generation for the Proposed Project is less than that for the Park El Camino project, the Proposed Project is not anticipated to create any new or additional traffic impacts over and above the impacts identified with the previously approved Park El Camino project. The City has, therefore made a determination that no new or additional analysis for traffic impacts of the Proposed Project is required over and above the analysis for the Traffic Impact Study for the Park El Camino project.

Additionally, the Proposed Project would be required, as conditions of approval to incorporate the same mitigation measures that were identified in the Traffic Impact Study for the Park El Camino project; the mitigation measures for the Park El Camino project are reproduced below following a brief description of the traffic impacts at the study intersections. In view of this, the transportation and circulation impacts of the Proposed Project are considered *less than significant with mitigation incorporated*.

#### Baseline With Project Conditions

The previous Traffic Impact Study for Park El Camino project determined that the following two study intersections would operate at unacceptable levels of service under the Baseline Plus Project conditions:

- West El Camino/I-80 Westbound ramps intersection would operate at LOS F during the a.m. and p.m. peak hours under Option 1; and
- West El Camino/I-80 Northbound ramps intersection would operate at LOS F during the a.m. and p.m. peak hours under Option 1.

As discussed in the previous section, even without the Proposed Project, the West El Camino/I-80 Eastbound ramp and West El Camino/I-80 Westbound ramp intersections would operate below an acceptable level of service under Baseline conditions. These intersections would require signalization in the future, and the project would be required to contribute a fair-share contribution. Therefore, the impact is considered *less than significant with mitigation incorporated*.

### Mitigation Measure 3

Compliance with the following mitigation measure would reduce impacts to a *less-than-significant level*.

- a) *The project developer shall contribute a fair-share portion, as required by the City, towards the installation of a traffic signal at the intersection West El Camino and I-80 eastbound ramp prior to issuance of building permits as described in the project conditions of approval. Prior to issuance of occupancy permits for the first building developed in the Park El Camino Planned Unit Development, the project developer shall install a traffic signal at the intersection of the West El Camino and I-80 eastbound ramp, subject to reimbursement or if the signals have been installed the developer shall pay a fair share portion, as required by the City, as described in the project conditions of approval.*
- b) *The project developer shall contribute a fair-share portion, as required by the City, towards the installation of a traffic signal at the intersection West El Camino and I-80 westbound ramp prior to issuance of building permits as described in the project conditions of approval.*

### Cumulative With Project Conditions

The Traffic Impact Study for Park El Camino project determined that, under cumulative With Project conditions, all study intersections would operate at acceptable levels of service resulting in no impacts under the Cumulative Plus Project conditions, and no mitigation measures are required under this scenario. Therefore, the impact is considered *less than significant*.

- b. Public improvements required for the Proposed Project would be designed to appropriate city standards. Therefore, creation of hazards is not expected, impacts are considered *less than significant* and no mitigation is required.
- c. Existing road infrastructure provides adequate emergency access to serve the Proposed Project site. The project proposes four new driveways to provide emergency access. The project site would be designed to appropriate city standards, to the satisfaction of the City of Sacramento Development Engineering and Finance Division (DEF) of the Development Services Department, and the Fire Department. Potential emergency access impacts are considered *less than significant* and do not require mitigation.
- d. The City of Sacramento City Code Chapter 17.64 includes the Parking Regulations for existing and new development in the City. For auto sales lots, the City Code requires one space every 500 gross square feet of building. The City Code requires one parking space for every 400 square feet of retail space for the first 9,600 sf, and one space for every 250 sf in excess of 9,600 sf.<sup>44</sup> The City Code also requires not less than one space for every 400 sf and not more than one space for every 275 sf of office uses outside the Central City. For restaurant uses, the City Code requires one space per three seats.

44 City of Sacramento, Zoning Ordinance, website <http://ordlink.com/codes/sacramento/index.htm>, accessed May 1, 2003.

The auto dealership portion of the project would result in the need for 177 parking spaces. As discussed in the Project Description, the automobile dealership portion of the project would provide 231 parking spaces for customer, employee and service parking. The proposed office and retail uses would require approximately 169 parking spaces. Parking for the proposed restaurant use would depend on the size of the restaurant.

The Proposed Project would be required to comply with the City's Parking Regulations. If the required parking cannot be met, then a special permit or a variance would be required. Because the auto dealership is expected to provide adequate parking, and the Proposed Project is not seeking a special permit to waive the parking requirements, this would be a *less than significant impact*.

- e. The proposed project may increase potential bicycle/pedestrian or bicycle/motor vehicle conflicts. However, the frontage improvements along the project site would include sidewalks to appropriate standards to the satisfaction of City of Sacramento Development Engineering and Finance Division of the Development Services Department. In addition, the Proposed Project driveways along with sidewalks, curbs, and gutters shall be designed in accordance with City standards to the satisfaction of the Development Engineering and Finance Division. Impacts arising from potential bicycle/pedestrian or bicycle/motor vehicle conflicts are therefore considered *less than significant* and no mitigation is required.
- f. The City of Sacramento General Plan transportation element promotes the use of alternative forms of transportation including the use of bikes, walking, light rail and public transit. The project site would not alter the location or quality of the existing bus terminals, nor would it affect bike paths or sidewalks. The Traffic Impact Study determined that the Park El Camino Project would not adversely impact the existing or planned bicycle system in the vicinity of the project. The planned widening of West El Camino Avenue would include on-street (Class II) bicycle lanes in the vicinity of the project site.

Implementation of the Proposed Project could create an additional demand for transit riders. As described above, Regional Transit provides service on West El Camino Avenue near the Proposed Project site via Route 88. The Proposed Project would not conflict with adopted policies or plans regarding alternative transportation, and this would be a *less-than-significant impact*.

- g. The Proposed Project would not generate air traffic nor affect air traffic activities. The Proposed Project is located outside the Sacramento Metropolitan Airport clear, approach and over-flight zones.<sup>45</sup> Therefore, impacts are considered *less than significant*.

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45 Airport Land Use Commission, *Sacramento Metropolitan Airport Comprehensive Land Use Plan*, October 18, 1984, page 15.

## 16. Utilities

### Environmental Setting

While the project site is currently undeveloped, surrounding residential uses are served by existing utilities and service systems. The City Department of Utilities provides water and storm water services. Solid waste collections services are provided by private companies or by contract to the City Department of Public Works.<sup>46</sup> Wastewater services within the Sacramento area are provided by the Sacramento Regional County Sanitation District (SRCSD) and the three contributing agencies (Sacramento County Sanitation District No. 1 (CSD-1), and the Cities of Sacramento and Folsom) that comprise the SRCSD service area. The three contributing agencies provide wastewater collection services, and SRCSD provides transport, treatment, and disposal of the wastewater generated within the three collections systems.<sup>47</sup> The project area falls within the boundaries of the CSD-1 Service Area.<sup>48</sup>

### Water Supply

The Fiscal Year 2002/03 total city-wide surface water demand was 133,000 AFY, with an average day demand of approximately 120 million gallons per day (mgd).<sup>49</sup> Maximum day demand is 216 mgd. The City has surface water entitlements to 326,800 AF/YR and has combined surface water and groundwater treatment capacity of 295 mgd.

Water storage is required to meet water demand for periods when peak hour demands exceed maximum day supply rates. These high demand periods usually occur for four to six hours during hot summer days and potentially for longer periods during a large fire. The City of Sacramento has nine above ground storage reservoirs with a total capacity of 27 million gallons (each with a capacity of three million gallons) and one underground reservoir with a capacity of 15 million gallons. All of these reservoirs are at different locations throughout the City's water distribution system. Therefore, total water storage capacity is 42 million gallons. This capacity represents approximately 36 percent of the City's 2003 average daily water demand of 117 million gallons, or approximately one-fifth of the 2003 average maximum day demand of 216 million gallons.<sup>50</sup>

### Wastewater

The SRCSD serves the greater Sacramento area. The Sacramento Regional Wastewater Treatment Plant (Plant) is located on 3,400 acres on Freeport Boulevard. The Plant treats wastewater before releasing it into the Sacramento River. The Plant processes wastewater for more than one million people and businesses in the urbanized area of Sacramento County. These areas include the City of Sacramento, City of Folsom, City of Citrus Heights, and most of the remaining urbanized areas of

46 City of Sacramento, *Parke El Camino Mitigated Negative Declaration*, prepared March 2002.

47 County of Sacramento, *Sacramento Regional County Sanitation District and Sacramento County Sanitation District No. 1, Sacramento Sewerage Expansion Study*, prepared by James M.Montgomery, April 1993, page 1-1, as cited in *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

48 County of Sacramento, *Sacramento Regional County Sanitation District and Sacramento County Sanitation District No. 1, Sacramento Sewerage Expansion Study*, prepared by James M.Montgomery, April 1993, Figure 1-1, as cited in *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

49 City of Sacramento, Department of Utilities, *Operational Statistics Fiscal Year 2002/2003*.

50 City of Sacramento, Department of Utilities, *Operational Statistics Fiscal Year 2002/2003*.

the County.<sup>51</sup> The Plant is owned and operated by the SRCSD and is capable of processing up to 300 million gallons of wastewater daily during peak wet weather conditions. Capital improvements are currently underway to expand the capacity at the Plant within the next five years. The current dry seasonal-weather capacity of the Plant is approximately 181 mgd, and the Plant is currently processing an average of 151 to 155 mgd. The Plant processes consist of primary and secondary treatments, and capacity at the plant is divided between subprocesses, such as hydraulic plant capacity and solid plant capacity. Increases in plant capacity are usually performed on the facility that is currently the limiting facility. The Treatment Plant is in the process of getting new permits to increase treatment capacity. The next incremental expansion is in the planning stages and is expected to increase capacity to 220 gallons per day by the year 2007.<sup>52</sup> The Master Plan prepared for the Treatment Plant projects that the Plant has adequate capacity to serve new development through the year 2020.<sup>53</sup>

The SRCSD and CSD-1 are both separate political subdivisions of the State of California formed under the State of California Health and Safety Code. As such, the Districts' policies must conform to the statutes of the State Health and Safety Code. Additionally, the Districts are separately funded entities that do not depend upon Sacramento County for funding capital improvements, maintenance, or operations. Revenues collected by the Sanitation Districts are restricted to uses that conform to the Districts' legislated mission and responsibilities. User fees provide for the system's operation and maintenance, while hookup fees provide most of the funding for new trunks and interceptors.

The SRCSD requires a regional connection fees be paid to the District for any users connecting to or expanding sewer collection systems (Regional Connection Fee Ordinance, SRCSD Ordinance No. SRCSD-0043). The State is authorized to negotiate capital facility fees for public utility facilities (Government Code Sections 54999-54999.6). Public utility facilities are defined in the code. Based on that code, the State could negotiate fees for impacts on public utilities facilities, including "water, light, heat, communications, power, garbage services, for flood control, drainage or sanitary purposed, or for sewage collection, treatment or disposal."<sup>54</sup>

### Solid Waste

City solid waste collection services transport waste to the Sacramento Recycling and Transfer Station located at 8191 Fruitridge Road, where it is ultimately transported to Lockwood landfill in Nevada. The Lockwood landfill has an approximate 40-year capacity.

Chapter 17072 of the City's Codes addresses recycling and solid waste disposal requirements. Pursuant to Chapter 17.72, a recycling plan must be submitted at the time plans are submitted to the

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51 County of Sacramento, Public Works Agency Department of District Engineering, Water Quality Division, <http://pwa.co.sacramento.ca.us/waterquality/default.htm>, as cited in *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

52 Mary James, Sacramento Regional Wastewater Treatment Plant, personal correspondence, February 1, 2000, as cited in *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

53 Mary James, Sacramento Regional Wastewater Treatment Plant, personal correspondence, February 1, 2000, as cited in *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

54 County of Sacramento, General Plan, Planning for the 21st Century, Public Facilities Element of the County of Sacramento General Plan, December 15, 1993, as cited in the *El Centro Crossing Initial Study*, City of Sacramento, July 2002.

Building Department. The recycling plan must include details regarding the handling and storage of recyclable materials and any plans for the use of recyclable materials during construction and any proposed recycling educational efforts. The project applicant would be required to submit a recycling plan to the City.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>16. 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?	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	■
d. Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	■
e. Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	■
f. Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	■

**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 stormwater that would exceed the capacity of the stormwater system.

**Discussion**

- a. The proposed project would not result in adverse impacts to communications systems, impacts are considered *less than significant*.
- b, c. The SNCP EIR characterizes the water usage demand for Office/Commercial/Light industrial as 1,800 gallons per day per acre or 1,406 mgd. The project would develop approximately 20.4 acres for a total demand of 36,720 gallons per day. There are two existing 12-inch water lines adjacent to the project site. One line runs within Orchard Drive and the other within West El Camino Avenue. The project proposes to intersect and connect the two existing water lines, creating a “looped” system.

The Proposed Project would require at least a single City water line connection that would come from an existing 12-inch water main running north and south in Orchard Lane. An additional 12-inch water main runs east along West El Camino Avenue, terminating at the intersection with Orchard Avenue. The project proposes to connect these two lines in a

loop system created by extending the El Camino line perpendicular to the proposed El Camino entrance, north through the proposed cul-de-sac and then east, connecting with the Orchard Lane line. Individual connections could then provide water service for individual parcels from this looped system.

The City of Sacramento has sufficient water supplies to meet the demand of the Proposed Project. The proposed development of mixed land uses including office, retail and commercial developments was analyzed in the EIR prepared for the 1984 SNCP Update. The analyses concluded that existing water supplies were adequate to meet the demands of the proposed mixed use development on the subject property in addition to the buildout scenario proposed within the General Plan. The project would not result in an increased demand equal to or exceeding ten million gallons, therefore; impacts are considered *less than significant*.

- d. An existing 15-inch sanitary sewer main is located in Orchard Lane that flows in a northerly direction. For the prior project, Park El Camino, it was determined that there was sufficient capacity in this line to service the project site and the project was designed to connect to this existing 15-inch line. Correspondence from, staff at CSD-1 has indicated that sufficient capacity exists to accommodate the project's wastewater demands.

The SRCSD requires a regional connection fee to be paid to the District for uses connecting to the sewer collection system. The project applicant would pay all negotiated required fees to the District. The Sacramento Regional Wastewater Treatment Plant's next planned incremental expansion would provide adequate treatment capacity to serve new development, including the Proposed Project, through the year 2020. Staff at CSD-1 has indicated that sufficient capacity exists to accommodate the project's wastewater demands; therefore, impacts related to adequate wastewater capacity are considered *less than significant*.

- e. As specified by the City's standards and requirements, the project would be required to extend a storm drain main (main extension) north in the future Orchard Lane to the proposed public cul-de-sac street. Runoff from the entire project shall drain through a water quality/detention basin or other city approved water quality/stormwater detention facility located in the vicinity of the northwest and/or southwest quadrant(s) of the intersection of future Orchard Lane and the proposed cul-de-sac street. The storage required for this basin is approximately 65,000 cubic feet or 1.5 acre-feet. Outflow from the basin would discharge to the main extension in future Orchard Lane, therefore impacts related to stormwater drainage are considered *less than significant*.

Additional pertinent information related to stormwater is also contained within Section 5, Seismicity, Soils and Geology, as well as Section 7, Water.

- f. Solid waste disposal is governed by California State Assembly Bill 939 (AB 939). AB 939 is designed to increase landfill life and conserve other resources through intensified recycling. AB 939 requires counties to prepare Solid Waste Master Plans to implement the Bill's goals, particularly to divert approximately 50 percent of the solid waste generated by the year 2000. Additionally, the Bill requires cities and counties to prepare Source Reduction and Recycling

Elements (SRRE) of their General Plans. This Element is designed to develop programs to achieve the landfill diversion goals, to stimulate local recycling in manufacturing and the purchase of recycled products.<sup>55</sup>

In compliance with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. In 1991, an amendment was added (Section 3, Chapter 4) to the Zoning Ordinance to address recycling and solid waste disposal requirements for new and existing developments. This plan requires that all commercial, office, industrial, public/quasi-public, and 5-unit or more multiple family residential developments prepare a recycling program before issuance of a building permit. The recycling program must include a flow chart depicting the routing of recycled materials, and a site plan specifying the location and design components and storage locations associated with recycling efforts. The required recycling program also includes the development of the following: a construction plan to identify the recyclable materials being used in the construction of the proposed structures, a demolition plan identifying the proposed recycling of reusable or recyclable building materials in the demolition of any existing structures, as well as contribution to some form of educational recycling program.

The SNCP DEIR found that impacts related to solid waste disposal for the Park El Camino project, a more intensive development were less than significant.<sup>56</sup> The Lockwood Landfill has adequate capacity through the next forty years and could meet the solid waste disposal needs of the Proposed Project, and the applicant must comply with the City's recycling requirements; therefore, impacts related to sufficient permitted landfill capacity to accommodate the project's disposal needs are considered *less than significant*.

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55 City of Sacramento, *El Centro Crossing Initial Study*, prepared by EIP Associates, July 2002, page 70.

56 City of Sacramento, *Draft Environmental Impact Report for the South Natomas Community Plan Update and Related Projects*, November 1984, SCH# 84010904, page U-50.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact
<b>17. MANDATORY FINDINGS OF SIGNIFICANCE.</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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. As discussed in the previous sections, the project site is unlikely to yield historic or prehistoric resources, however the possibility of unearthing unknown or buried resources during grading activities exists. Mitigation measures contained in this Initial Study would reduce potential impacts on subsurface cultural resources to less-than-significant levels. The

Proposed Project would comply with the Natomas Basin Habitat Conservation Plan and the applicant has submitted the specified fees. No trees or habitats are present on the site. The impact is considered *less than significant with mitigation incorporated*.

- b. As discussed throughout this Initial Study, the Proposed Project consists of commercial and office development and an auto dealership which has both been designed and is assumed to comply with federal, State and local laws and regulations and would not include any activities or include any uses that would achieve short-term to the disadvantage of long-term environmental goals, therefore; impacts are considered *less than significant*.
- c. Cumulative impacts from implementation of the SNCP are addressed in the 1984 SNCP EIR (see Section S, Cumulative Impacts: 13 Applications Alternative). The analyses included within the SNCP EIR included the Park El Camino project to be developed on the subject property. Because the Proposed Project does not include substantial changes from the 1984 SNCP, the cumulative impacts identified in the 1984 SNCP DEIR are considered applicable to the Proposed Project. The Proposed Project is consistent with the development potential as proposed under the SNCP and would not result in development of the project site beyond that which was addressed in the 1984 SNCP EIR. Impacts are considered *less than significant*.
- d. As discussed in previous sections of this document, the project site is unlikely to yield historic or prehistoric resources, however the possibility of unearthing unknown or buried resources during grading activities exists. Mitigation measures contained in this Initial Study would reduce potential impacts on subsurface cultural and paleontological resources and potential adverse impacts to human beings to less-than-significant levels. Implementation of these mitigation measures would reduce potential impacts to less than significant. The impact is considered *less than significant with mitigation incorporated*.

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*APPENDIX A*

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Table 1. Special-Status Wildlife Species with Potential to Occur at the Park El Camino Project, Sacramento, California

Common and Scientific Name	Legal Status* Federal/State	Distribution	Habitat Association	Identification Period	Comments
American Peregrine falcon <i>Falco peregrinus anatum</i>	E/E	Permanent resident on the north and south Coast Ranges; may summer on the Cascade and Klamath Ranges south through the Sierra Nevada to Madera County; winters in the Central Valley south through the Transverse and Peninsular Ranges and the plains east of the Cascade Range.	Nests and roosts on protected ledges of high cliffs, usually adjacent to lakes, rivers, or marshes that support large populations of other bird species.	Winter months	No records; no suitable nesting habitat; not likely to occur except possibly during fall winter migration
Bank swallow <i>Riparia riparia</i>	--/T	Nesting areas include the plains east of the Cascade Range south through Lassen County, northern Siskiyou County, along the Sacramento River from Tehama to Sacramento Counties, and in the Owens Valley; small populations near the coast from San Francisco to Monterey Counties.	Nests in bluffs or banks adjacent to water where the soil consists of sand or sandy loam to allow digging	April-September	No records; no suitable nesting habitat

<p><b>California tiger salamander</b> <i>Ambystoma californiense</i></p>	C / SSC	<p>Central Valley, including Sierra Nevada foothills up to 1,000 feet and Coastal regions from Butte County south to Santa Barbara County</p>	<p>Annual grasslands and valley-foothill woodlands; breeds in seasonal wetlands such as vernal pools and swales. Burrows in underground refugia such as ground squirrel holes</p>	<p>February-April</p>	<p>No records within 5 miles of the project site; no suitable breeding habitat within 1 mile of the project site</p>
<p><b>Conservancy fairy shrimp</b> <i>Branchinecta conservatio</i></p>	E / -	<p>Several scattered localities within the Central Valley, from Tehama County south to Merced County</p>	<p>Large vernal pools and vernal lakes</p>	<p>January-April</p>	<p>No records; no suitable habitat at or adjacent to the project site</p>
<p><b>Giant Garter Snake</b> <i>Thamnophis couchi gigas</i></p>	T/T	<p>Occurs in the Central Valley from Fresno north to the Gridley/Sutter Buttes area; has been extirpated from areas south of Fresno</p>	<p>Found in sloughs, canals, and other small waterways, where there is a prey base of small fish and amphibians; requires grassy banks and emergent vegetation for basking, and areas of high ground protected from flooding during winter.</p>	<p>March -October</p>	<p>No records; no suitable aquatic or upland habitat</p>
<p><b>Loggerhead shrike</b> <i>Lanius ludovicianus</i></p>	- / SSC	<p>Resident and winter visitor in lowlands and foothills throughout California; rare on coastal slope north to Mendocino County, occurring only in winter</p>	<p>Prefers open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches</p>	<p>Year round</p>	<p>No records; none observed during the field survey; not likely to occur</p>

Swainson's hawk <i>Buteo swainsoni</i>	-/T	Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley	Nests in oaks or cottonwoods in or near riparian habitats; forages in grasslands, irrigated pastures, and grain fields	March-August	One record within 0.5 mile of the project site; The nearest known nest site is approximately 500 feet from the project site on the south side of El Camino Road (Swainson's Hawk Technical Advisory Committee 1999). The eucalyptus trees at the West El Camino/Interstate 80 interchange are also potential nest trees, although it is unlikely that Swainson's hawks would nest in these trees in the freeway interchange. The project site does not support suitable foraging habitat.
Tricolored blackbird <i>Agelaius tricolor</i>	SC/SSC	Sacramento-San Joaquin Valleys and low foothills of coast ranges and Sierra Nevada.	Nests colonially in vicinity of freshwater marshes. Prefers dense stands of tules and cattails.	Year-round	No records; no suitable nesting habitat
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	T/--	Central Valley and surrounding foothills below 1,500 feet elevations.	Dependent on elderberry shrubs (host plant) as a food plant. Potential habitat is shrubs with stems 1 inch in diameter within Central Valley.	Year round for host plant and exit holes	No records; no suitable habitat within 100 feet of the affected area
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	T/--	Central Valley, central Coast Ranges, and South Coast Ranges.	Vernal pools and seasonal wetlands	January-April	No records; no suitable habitat
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	E/-	Central Valley from Shasta County south to Merced County	Vernal pools, vernal lakes and other seasonal wetlands	January-May	No records; no suitable habitat

Western burrowing owl <i>Athene cunicularia hypugae</i>	SC/SSC	Central and southern coastal habitats, and Central Valley.	Open annual grasslands or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Dependent upon burrowing mammals (especially California ground squirrel) for burrows.	November-August	No records; no burrowing owls or potential dens observed during the field survey
Northwestern pond turtle <i>Clemmys marmorata marmorata</i>	SC/SSC	Western Washington to Northern Baja mostly west of the Sierran Crest	Aquatic turtle: requires ponds, slow-moving waterways such as creeks and irrigation ditches where water ponds. Prefers habitats with basking sites, aquatic vegetation, and suitable upland habitats for egg-laying	February-November	No records; no suitable habitat

\* Status explanations

Federal

- E = listed as endangered under the federal Endangered Species Act.
- T = listed as threatened under the federal Endangered Species Act.
- C = Category 1 candidate for federal listing. Species for which USFWS has on file enough substantial information on biological vulnerability and threat to support proposals to list them.

SC = species of concern; formerly Category 2 candidate for federal listing.

PE = proposed for listing as endangered.

PT = proposed for listing as threatened.

-- = no listing status.

State

E = listed as endangered under the California Endangered Species Act.

R = listed as rare under the California Endangered Species Act. This category is no longer used for newly listed plants, but some plants previously listed as rare retain this designation.

T = listed as threatened under the California Endangered Species Act.

FP = fully protected under the California Fish and Game Code.

SSC = species of special concern.

-- = no listing status.

Table 2. Special-Status Plant Species Considered for Potential to Occur on the Proposed Park El Camino Project, Sacramento, California

Species	Status* (Fed/State/CNPS)	Distribution	Habitat Requirements	Identification Period	Comments
Dwarf downingia ( <i>Downingia pusilla</i> )	-/-/2	Southern Sacramento Valley, northern San Joaquin Valley, and southern North Coast Ranges	Vernal pools in valley and foothill grasslands, below 1,500 feet	March-May	Considered but rejected, suitable habitat not present at project site.
Bogg's Lake hedge hyssop ( <i>Gratiola heterosepala</i> )	-/E/1B	Central Valley and other scattered locations in northern California	Vernal pools	April-June	Considered but rejected, suitable habitat not present at project site.
Rose mallow ( <i>Hibiscus lasiocarpus</i> )	--/--/2	Butte, Contra Costa, Colusa, Glenn, Sacramento, San Joaquin, Solano, Sutter and Yolo Counties	Freshwater marshes	August-September	Considered but rejected, suitable habitat not present in the study area. Present adjacent to project site on Caltrans Property (NDDB 2001)
Delta tulle pea ( <i>Lathyrus jepsonii</i> var. <i>jepsonii</i> )	-/-/1B	Sacramento/San Joaquin River delta, south San Francisco Bay area	Freshwater and brackish marsh	May-June	Considered but rejected, suitable habitat not present at project site.
Legenere ( <i>Legenere limosa</i> )	SC/-/1B	Southern Sacramento Valley, south North Coast Ranges	Vernal pools	May-June	Considered but rejected, suitable habitat not present at project site.
Colusa grass ( <i>Neostapfia colusana</i> )	T/E/1B	Southern Sacramento Valley, Northern San Joaquin Valley	Vernal pools, generally larger pools with heavy clay soils	May-July	Considered but rejected, suitable habitat not present at project site.

Slender Orcutt grass ( <i>Orcuttia tenuis</i> )	T/E/IB	Northern Sacramento Valley, Pit River Valley; isolated populations in Lake and Sacramento counties	Vernal pools	May-July	Considered but rejected, suitable habitat not present at project site.
Sacramento Orcutt grass ( <i>Orcuttia viscida</i> )	E/E/IB	Eastern side of Sacramento County	Vernal pools	May - July	Considered but rejected, suitable habitat not present at project site.
Sanford's sagittaria ( <i>Sagittaria sanfordii</i> )	SC-/IB	Central Valley	Freshwater marsh, shallow streams, ditches	May-August	Considered but rejected, suitable habitat not present at project site.

Status Explanations:

Federal

- E = listed as endangered under the federal Endangered Species Act.
- T = listed as threatened under the federal Endangered Species Act.
- C = Candidate for federal listing (formerly Category 1 candidate). Species for which USFWS has on file enough substantial information on biological vulnerability and threat to support proposals to list them.
- SC = species of concern; formerly Category 2 candidate for federal listing.
- PE = proposed for listing as endangered.
- PT = proposed for listing as threatened.
- = no listing status.

State

- E = listed as endangered under the California Endangered Species Act.
- R = listed as rare under the California Endangered Species Act. This category is no longer used for newly listed plants, but some plants previously listed as rare retain this designation.
- T = listed as threatened under the California Endangered Species Act.
- CP = fully protected under the California Fish and Game Code.
- SSC = species of special concern.
- = no listing status.

California Native Plant Society

- IB = List 1B species: rare, threatened or endangered in California and elsewhere.
- 2 = List 2 species: rare, threatened or endangered in California, more common elsewhere.
- 4 = List 4 species: plants of limited distribution, a watch list.





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*APPENDIX B*

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## **SMAQMD Rules & Regulations Statement**

*The following statement is recommended as standard condition of approval or construction document language for all construction projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at [www.airquality.org](http://www.airquality.org) or by calling 916.874.4800. Specific rules that may relate to construction activities may include, but are not limited to:

**Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

**Rule 403: Fugitive Dust.** The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

**Rule 442: Architectural Coatings.** The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

**Rule 902: Asbestos.** The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.



## URBEMIS 2002 For Windows 7.5.0

File Name: U:\Projects\Downtown Ford\Operation Phase 2.urb  
Project Name: Downtown Ford, Phase 2  
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	SO2	PM10
Natural Gas	0.04	0.52	0.21	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.33	0.02	2.34	0.00	0.01
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.37	0.54	2.54	0.00	0.01

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Fast food rest. w/ drive	14.42	18.95	190.81	0.14	14.07
Strip mall	5.83	7.31	73.30	0.05	5.41
Gasoline/service station	12.11	15.79	158.39	0.12	11.70
General office building	6.51	7.74	80.41	0.06	5.86
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>38.86</b>	<b>49.79</b>	<b>502.91</b>	<b>0.37</b>	<b>37.05</b>

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

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Fast food rest. w/ drive	496.12 trips / 1000 sq. ft	4.00	1,984.48
Strip mall	40.00 trips / 1000 sq. ft.	19.50	780.00
Gasoline/service station	168.56 trips / Pumps	10.00	1,685.60
General office building	16.23 trips / 1000 sq. ft.	42.00	681.66

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

## 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	6.6	6.6
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)

Fast food rest. w/ drive thru	5.0	2.5	92.5
Strip mall	2.0	1.0	97.0
Gasoline/service station	2.0	1.0	97.0
General office building	35.0	17.5	47.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

URBEMIS 2002 For Windows 7.5.0

File Name: U:\Projects\Downtown Ford\Dealership Construction (2).urb  
 Project Name: Car Dealership Operation  
 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: 12  
 Total Land Use Area to be Developed: 11.84 acres  
 Maximum Acreage Disturbed Per Day: 1 acres  
 Single Family Units: 0 Multi-Family Units: 0  
 Retail/Office/Institutional/Industrial Square Footage: 88400

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	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	-	-	-	-	10.00	-	10.00
Off-Road Diesel	9.02	64.69	70.66	-	2.93	2.93	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.07	0.09	1.55	0.00	0.00	0.00	0.00
Maximum lbs/day	9.09	64.78	72.21	0.00	12.93	2.93	10.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	6.23	52.12	42.66	-	2.43	2.43	0.00
Bldg Const Worker Trips	0.26	0.15	3.25	0.00	0.03	0.00	0.03
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	6.49	52.28	45.91	0.00	2.46	2.43	0.03
Max lbs/day all phases	9.09	64.78	72.21	0.00	12.93	2.93	10.00
*** 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	6.23	49.82	44.34	-	2.30	2.30	0.00
Bldg Const Worker Trips	0.24	0.15	3.09	0.00	0.03	0.00	0.03
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	0.24	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.00	24.60	33.99	-	0.95	0.95	0.00
Asphalt On-Road Diesel	0.04	0.68	0.15	0.01	0.02	0.02	0.00
Asphalt Worker Trips	0.02	0.01	0.27	0.00	0.00	0.00	0.00
Maximum lbs/day	10.75	75.20	81.29	0.01	3.31	3.28	0.03
Max lbs/day all phases	10.75	75.20	81.29	0.01	3.31	3.28	0.03

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '05

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	8.0
1	Rubber Tired Dozers	352	0.590	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '05

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '05

SubPhase Building Duration: 10.7 months

Off-Road Equipment

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

SubPhase Architectural Coatings Turned OFF

Start Month/Year for SubPhase Asphalt: May '06

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 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

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.13	1.75	0.70	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.25	0.02	1.75	0.00	0.01
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.37	1.77	2.45	0.00	0.01

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
General office building	3.80	4.58	47.57	0.04	3.47
Warehouse	4.60	5.05	50.67	0.04	3.74
General light industry	0.39	0.20	2.08	0.00	0.15
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>8.78</b>	<b>9.83</b>	<b>100.31</b>	<b>0.07</b>	<b>7.36</b>

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

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2004 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
General office building	19.02 trips / 1000 sq. ft.	21.20	403.22
Warehouse	10.49 trips / 1000 sq. ft.	51.40	539.19
General light industry	1.02 trips / 1000 sq. ft.	15.80	16.12

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.70	96.80	0.50
Light Truck < 3,750 lbs	15.10	4.60	92.70	2.70
Light Truck 3,751- 5,750	15.60	2.60	96.20	1.20
Med Truck 5,751- 8,500	6.90	2.90	94.20	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.20	0.00	0.00	100.00
Motor Home	1.30	15.40	76.90	7.70

## 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	6.6	6.6
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)

General office building	35.0	17.5	47.5
Warehouse	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel  
has been changed from off to on.

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use lean-NOx catalyst  
has been changed from off to on.

Changes made to the default values for Area

Changes made to the default values for Operations

