

City of **SACRAMENTO**

Community Development Department

300 Richards Boulevard
Sacramento, CA
95811

Environmental Planning Services
916-808-5842

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION

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

Taylor Street Cottages (Z21-108)

The proposed project consists of the subdivision of a vacant 6.48-acre parcel into 70 lots in the Single Unit or Duplex Dwelling Zone (R-1A) and includes deviations to the minimum lot size and depth requirement of the R-1A Zone.

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in this Addendum, would have a significant effect on the environment beyond that which was evaluated in the mitigated negative declaration (MND) for the Cottages at Taylor Street (P06-142). A Subsequent MND is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to a approved MND has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

A copy of this document, the Cottages of Taylor Street (MND), and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811 and is available online at

<https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

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

Date: April 22, 2022

By: Scott Johnson
Scott Johnson, Senior Planner

Taylor Street Cottages (Z21-108)
Addendum to Cottages of Taylor Street Mitigated Negative Declaration (P06-142)

File Number/Project Name: Taylor Street Cottages / Z21-108

Project Location: 4101 Taylor Street (APN: 237-0660-003-0000)

Existing Plan Designations and Zoning: **General Plan** – Suburban Neighborhood Medium Density. **Zoning** – Single Unit or Duplex Dwelling Zone (R-1A).

Background: On March 22, 2007 the City Planning Commission conducted a hearing and heard entitlements for the Cottages of Taylor Street (P06-142). Entitlements included: a mitigated negative declaration (MND); a mitigation monitoring plan (MMP); an inclusionary housing plan; a rezone of 6.79 acres from Agriculture (A) to Single-Family Alternative (R-1A); a Tentative Subdivision Map to subdivide two parcels totaling 6.79 acres into 73 single-family residential lots and four landscape lots in the R-1A Zone; a Special Permit to allow single-family dwellings in the R-1A zone; and a Variance to exceed the 40% maximum setback paving limit. Planning Commission approved the non-legislative entitlements on March 22, 2007 and forwarded on a recommendation to City Council for approval of the remaining legislative entitlements. On April 26, 2007 the City Council, heard the project and approved the remaining entitlements including the the MND and MMP for the project (Resolution No. 2007-0246).

Project Description: The current project consists of the subdivision of a vacant 6.48-acre parcel into 70 lots in the Single Unit or Duplex Dwelling Zone (R-1A) for future construction of 70 dwelling units and includes deviations to the minimum lot size and depth requirement of the R-1A Zone.

Discussion

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

- 1. No substantial changes are proposed in the project which would require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The approved MND describes the environmental effects of subdividing the vacant 6.79 acres parcels and constructing 73 single family dwelling units. Potential impacts of the original project were identified, and mitigation measures were adopted to reduce impacts to a less-than-significant level. The proposed project is essentially the same subdivision that was previously approved. The tentative map expired and because of this a new map is being brought forward. The current project would not result in new significant effects or substantially increase the severity of the previously identified effects. The jurisdictional delineation prepared for the original project is outdated. An updated analysis conducted by a biologist shows potential effects previously found to be potentially significant to wetland resources no longer exist and mitigation measures relating to seasonal wetland would no longer be applicable. If applicable, relevant mitigation measures identified for the original project would be implemented with the proposed development.

2. No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous MND due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects.

No changes have occurred with respect to circumstances under which the project is undertaken and no major revisions to the approved MND are required. There are different considerations under which certain impacts are evaluated. Recent case law has set forth that the analysis conducted should consist of an evaluation of a project's effects on the environment, not impacts of the environment on the project. As a result, mitigation measures identified in the original MND may no longer be applicable, such as the requirement of the construction of the sound wall for attenuation of the existing noise environment on the future residences. A sound wall may still be constructed for purposes of reducing the existing noise levels on future residential properties, but it would not be completed as part of mitigation measures. There has also been a recent biological survey of the site to address current conditions (Attachment C). Results of the updated biological survey conclude there is no habitat or wetlands present on site and the subject project would not result in impacts to biological resources. As the site, is vacant there is the potential for burrowing owls to occupy the site. The mitigation measures addressing impacts to burrowing owls remains applicable. There were mitigation measures specific to the clean-up of certain debris waste at the site. The mitigation would remain applicable if the debris is still present.

The proposed project, consisting of a tentative subdivision map of 6.79 acres that would allow for the future development of residential units would not require major revisions of the approved MND due to the involvement of a new significant environmental effect or a substantial increase in the severity of previously identified significant effects.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was certified as complete or adopted, shows any of the following:

- a) **The project will have one or more significant effects not discussed in the previous MND;**
- b) **Significant effects previously examined will be substantially more severe than shown in the previous MND;**
- c) **Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
- d) **Mitigation measures or alternatives which are considerable different from those analyzed in the previous would substantially reduce on or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

Substantial changes are not proposed in the project evaluated in the MND the tentative map and future development of the subject site will be similar to the development of the described to occur as a result of the approved Cottages of Taylor Street project, nor have any substantial changes occurred that would require major revisions to the approved MND for the purpose of providing

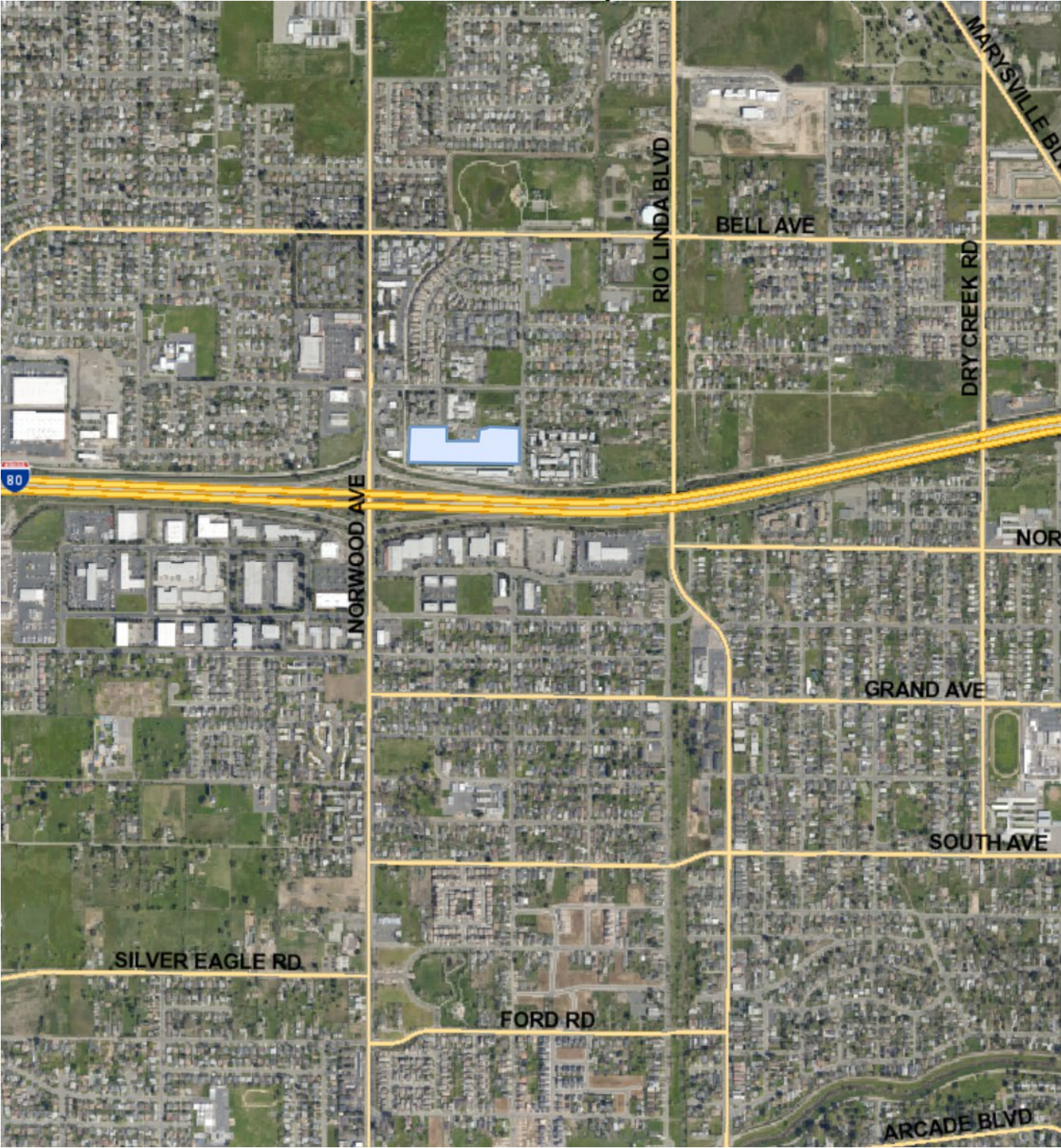
adequate environmental review for the Taylor Street Cottages project. The proposed project modifications would not result in any new information of substantial importance that would have new or more severe impacts from what was identified for the original project MND.

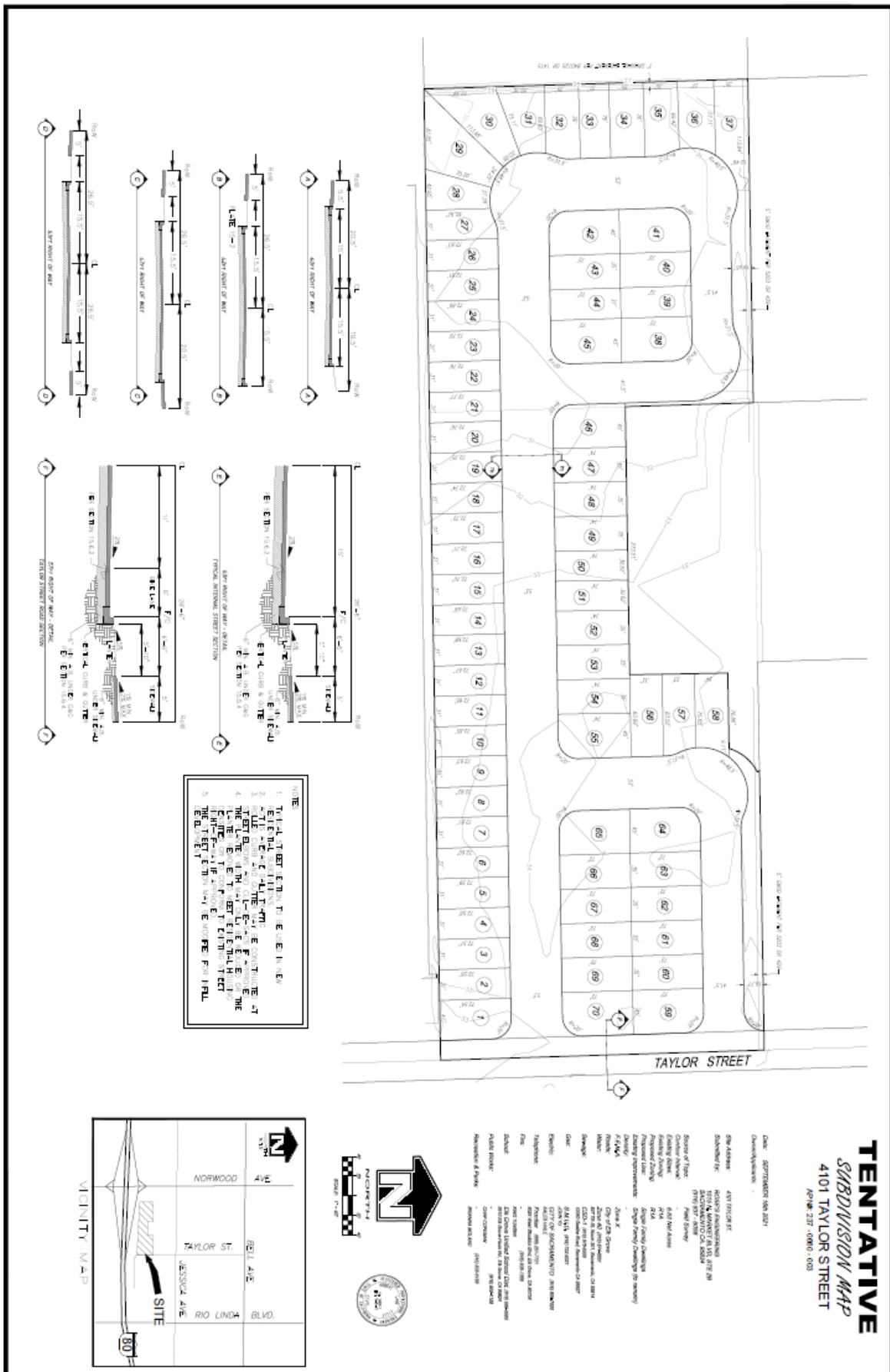
Based on the above analysis, this Addendum to the previously adopted Mitigated Negative Declaration for the project has been prepared.

Attachments:

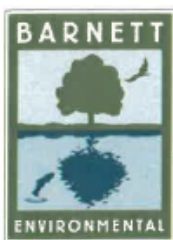
- A) Vicinity Exhibit
- B) Site Tentative Map Exhibit
- C) Biological Survey
- D) Cottages at Taylor Street (P06-142) MND
- E) Resolution No. 2007-0246

Attachment A – Vicinity Exhibit





Attachment C –Biological Survey



Environmental Consulting,
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November 12, 2021

MR. CONSTANTINO (GUS) GALAXIDAS

1205 La Sierra Drive
Sacramento, CA, 95864-3049

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GGalaxidas@metropropertiesoffice.com

Subject: A review of Potentially Significant Biological &/or Wetland Resources @ the Taylor Street Cottages Subdivision (APN 237-0660-003; 6.5 acres) @ 4101 Taylor Street in Sacramento, CA 95838

Dear Mr. Galaxidas,

This letter responds to your request to evaluate potential development issues related to biological and/or wetland resources on a 6.5-acre urban infill parcel north of Interstate 80 and Taylor Street Self Storage, South of the Norwood Pines Care Center and west of the Taylor Terrace Apartments. The site itself is generally unremarkable and provides little value to local wildlife due to its long (at least since the 1930s) history as residential infill for this portion of the City Sacramento.

At present, the property supports a highly disturbed, annual grassland habitat that is regularly disked for weed and fire abatement. While grasses and broad-leaved plants were difficult to identify at the time of the survey (due to recent diskings), graminoid species still identifiable along the northern site boundary over some mounded concrete debris include medusa-head grass (*Taeniantherum caput-medusae*), rip-gut brome (*Bromus diandrus*), Italian rye grass (*Lolium multiflorum*), and Bermuda grass (*Cynodon dactylon*). Broad-leaved plants observed included red-stem filaree (*Erodium cicutarium*), turkey mullein (*Croton setigerus*), fireweed (*Epilobium brachycarpum*), black mustard (*Brassica nigra*), horseweed (*Conyza canadensis*), and prickly lettuce (*Lactuca serriola*). There were four fig trees/shrubs (*Ficus carica*) and one black locust (*Robinia pseudo-acacia*) growing in the east-central portion of the site at the time of the survey, as well as a small fig, along with other invasive shrubs/trees, volunteering along a sound wall on the southern boundary.

There are no wetlands or "other waters of the U.S." or "waters of the State" occurring onsite and the parcel does not support any discernable special status plants or animals or their habitats – e.g. there are no vernal pools with associated, endemic plant or animal species, no perennial waters to support giant garter snakes (*Thamnophis gigas*), no trees large enough for bird nesting, no burrows for ground-nesting owls (*Athene cunicularia*) or northern harriers (*Circus cyaneus*), no Mexican/blue elderberry shrubs for longhorn beetles (VELB), and no habitat for any other special status species that may otherwise occur in the surrounding region. In fact, at this time, due to the recent diskings, there is no evidence of even any ground squirrel or rabbit holes on this site that could be occupied by burrowing owls.

Highly disturbed small infill parcels such as this have little to no appreciable foraging habitat value for Swainson's hawks or other raptors and CDFW does not recommend mitigating for such small "pieces" of Swainson's hawk foraging habitat in infill projects within a larger urbanized area unless the project area is within ¼ mile of an active nest tree. There is no record of Swainson hawk nests within ¼ mile of this site.

I therefore see no resource issues that could constrain development of this parcel. There are no plant or wildlife species of concern nor any wetlands or "other waters of the U.S." or of the State would be adversely affected by the currently proposed project.

I hope this provides you the information you need to make your CEQA determination, but please do not hesitate to call me with any questions or to further discuss.

Sincerely,

A handwritten signature in black ink, reading "Bruce D. Barnett" followed by a horizontal line.

Barnett Environmental

Attachment D – Cottages of Taylor Street (P06-142)
Approved Mitigated Negative Declaration



DEVELOPMENT SERVICES
DEPARTMENT

PLANNING DIVISION

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MITIGATED NEGATIVE DECLARATION

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

P06-142 –Cottages of Taylor Street The proposed project includes the rezone of approximately seven acres from Agricultural (A) to Single-Family Alternative (R-1A) and the subdivision of the land into 73 single-family lots and four landscape lots. Specific entitlements include:

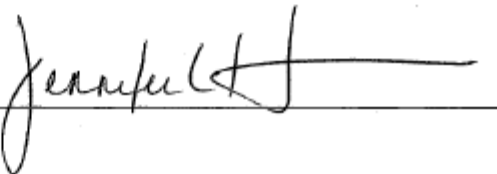
- A. Inclusionary Housing Plan;**
- B. Rezone** two parcels totaling approximately seven acres from Agricultural (A) to Single-Family Alternative (R-1A) zone;
- C. Special Permit** to allow single-family dwellings in the Single-Family Alternative (R-1A) zone; and
- D. Tentative Parcel Map** to subdivide approximately seven acres to 73 Single-Family lots and four landscape lots in the proposed Single-Family Alternative (R-1A) zone.

The City of Sacramento, Development Services Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento; and the Sacramento City Code.

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

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

By: 

TAYLOR STREET COTTAGES (P06-142)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 2101 Arena Blvd, Suite 200, Sacramento, CA 95834, pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

This Initial Study is organized into the following sections:

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

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

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

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

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

ATTACHMENTS:

- A** – Vicinity Map
- B** – Site Plan
- C** – Mitigation Monitoring Plan

SECTION I. BACKGROUND

File Number, Project Name:

Cottages of Taylor Street (P06-142)

Project Location:

The proposed project site is generally rectangular in shape, and is located north of Interstate-80. The site is bounded on the east by Taylor Street and Magpie Creek to the west. To the north of the project site are multi-family and single-family uses and an Alzheimer's nursing facility, fronting Jessie Avenue. Located south of the project site is Taylor Self Storage, and across Taylor Street to the east is a low-rise apartment complex. A commercial strip exists to west of the project site, west of the Magpie Drainage Canal.

Assessor's Parcel Numbers (APN) 237-0180-012 and 237-0180-053.

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

Project Applicant

Michael Harlan
Syncon Homes
1508 Eureka Road, Suite 230
Roseville, CA 95661
Phone: (916) 772-5221

Project Planner

Steve Kowalski, Assistant Planner
City of Sacramento, Development Services Department
915 I Street, 3rd Floor
Sacramento, CA 95814
(916) 808-4752

Environmental Planner

Rochelle Hall, Assistant Planner
City of Sacramento, Development Services Department
2101 Arena Blvd, Suite 200
Sacramento, CA 95834
(916) 808-5914

Initial Study Completed:

February 20, 2007

TAYLOR STREET COTTAGES (P06-142)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Introduction

The proposed project consists of entitlements to rezone approximately seven acres from Agriculture (A) to Single-Family Alternative (R-1A) and subdivide the land into 73 single-family lots and four landscape lots.

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

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 20-day review period ending Monday, March 12, 2007.

Please send written responses to:

Rochelle Hall, Assistant Planner
City of Sacramento, Development Services Department
2101 Arena Blvd, Suite 200
Sacramento, CA 95834
(916) 808-7601
FAX: 566-3968
EMAIL: RXHall@cityofsacramento.org

SECTION II. PROJECT DESCRIPTION

Environmental Setting

The approximate seven-acre project site is comprised of undeveloped land (see Attachment A). Access to the site is provided from Taylor Street, along the eastern boundary. A private asphalt roadway, accessing the Norwood Pines Alzheimer Center, is located along the northeast boundary of the proposed project site, and currently provides access to the site. The site was last used for agricultural purposes over ten years ago.

The project site consists of disturbed soils due to tilling. There are currently no impervious surfaces on the site. Various brushes and small trees, predominantly fig trees, are located along portions of the perimeter. The site topography is relatively flat with approximately 4 feet of fall from the highest location to the lowest. Minor amounts of general litter are present at the northern boundary of the site.

There is an existing 10-foot high concrete block wall, just south of the proposed project site, which runs along the majority of the boundary.

The project site is located within two Federal Emergency Management Agency (FEMA) flood zones: X and AE. Flood zone X does not include requirements to elevate or flood proof. The portion of the site in flood zone AE would need to a Letter of Map Change (LOMC) from FEMA for removal from the AE flood designation to flood zone X.

The project site is located within an area of generally residential and commercial uses. Surrounding land uses include Taylor Self Storage, located adjacent to the southern boundary of the site. A 10-foot concrete wall separates the project site and the self-storage facility. The Norwood Avenue offramp for Interstate-80 is located beyond the self-storage site and along a portion of the southwest boundary of the project site. I-80 is located south of the self-storage site. Across Taylor Street to the east is Taylor Terrace, a low-rise apartment complex. North of the site, fronting Taylor Street, is a single-family home. North of the site, fronting Jessie Avenue is the Alzheimer's nursing facility. West of the nursing facility is a multi-family development, currently under construction. Magpie Creek, a concrete-lined canal, is adjacent to the project site along the western boundary.

The project site is currently zoned A (Agricultural). The General Plan land use designation for the site is Medium Density Residential (16-29 dwelling units per net acre (du/na)). The North Sacramento Community Plan land use designation is Residential (11-21 du/na).

Project Purpose

The purpose of the proposed project is to allow for the rezone of approximately seven acres from Agricultural (A) to Single-family Alternative (R-1A) Zoning and subdivision of the land into 73 single-family lots and four landscape lots. The proposed entitlements would provide consistency between the proposed zoning and the anticipated land use for the project site.

Project Components

Specific project entitlements include:

- A. Inclusionary Housing Plan;**
- B. Rezone** two parcels totaling approximately seven acres from Agricultural (A) to Single-family lots;
- C. Special Permit** to allow Single-family dwellings in the Single-family Alternative (R-1A) Zone; and
- D. Tentative Parcel Map** to subdivide two parcels totaling approximately seven acres into 73 single-family lots and four landscape lots.

The project includes development of 73 single-family lots and four landscape lots. Lot sizes would be approximately 31 'x 73', with an overall density of 11 du/na. The proposed lot size would be consistent with the City of Sacramento General Plan and the North Sacramento Community Plan; however, a rezone is required from Agricultural (A) to Single-family Residential Alternative (R-1A).

Three new streets would be constructed on the site; two of the streets would connect to Taylor Street: A Street and B Street. The other street, D Circle, would provide internal circulation. D Circle and B Street would connect to a 30-foot emergency access and public utility easement along a portion of the northern property boundary (See Attachment B). Other than for emergencies, the site would no longer have access along the northern boundary.

The project also includes public improvements along the new streets. Improvements consist of curbs, gutters, sidewalks, and street lighting. These improvements would comply with City standards. Frontage improvements along Taylor Street would include curbs, gutters, sidewalks, with landscape strips behind the sidewalks.

The project includes the relocation of a Sacramento Municipal Utility District (SMUD) easement and overhead electric lines. The SMUD easements would be relocated on the project site in a public utility easement.

A 20-foot wide easement for water would be dedicated along a portion of the northern site boundary. The project includes construction of a looped water distribution system within the new streets and through the adjoining parking lot within the fire access lane. The water main would be a minimum of an eight-inch diameter pipe. An irrigation system would be provided to the landscaped lots fronting Taylor Street.

An eight-inch sewer main would be provided within the proposed streets. The project includes the replacement of the existing six-inch sewer main in Taylor Street between the site and Jessie Avenue (approximately 350 feet) with an eight inch main. The replacement would be within the existing paved surface of Taylor Street.

The City of Sacramento Department of Utilities would complete a site specific drainage study and drainage improvements would be required according to the results of the study. Drainage pipes would be located in the new streets. An existing 8-inch storm drain pipe, located in Taylor Street, which flows to the I-80 drainage canal, would require replacement according to the drainage study.

Several studies were prepared to complete the Mitigated Negative Declaration including a Noise Study and a Phase I Environmental Site Assessment as identified in the references below. These studies are available for public review upon request.

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

ADR Environmental Group, Inc. 2005. *Phase I Environmental Site Assessment for the Structurally Undeveloped Property. Taylor Street Sacramento, CA.*

Bollard Acoustical Consultants, Inc. 2006. *Environmental Noise Assessment. The Cottages at Taylor Street Residential Development.*

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

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

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

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

City of Sacramento. Department of Utilities, 2006. *Urban Water Management Plan.*

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

Sycamore Environmental Consultants, Inc. 2007. *Biological Evaluation Letter Report for the Taylor Street Property in the City of Sacramento, CA.*

Sycamore Environmental Consultants, Inc. 2007. *Preliminary Jurisdictional Delineation Report for Taylor Street Property.*

Sycamore Environmental Consultants, Inc. 2005. *Taylor Street Natural Resources Due Diligence Letter Report.*

SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION

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

Environmental Setting

The project site is not in an adopted view corridor or a scenic vista. The project site currently consists of vacant disturbed grasslands with relatively flat topography. Interstate-80 is located south of the project site, and the project site is visible from travelers on Interstate-80.

Standards of Significance

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

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

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

Answers to Checklist Questions

Questions A and B

The project site would convert vacant land into a single-family residential subdivision. The project site is not located within an identified scenic corridor or viewshed; consequently impacts to an identified scenic corridor or viewshed would not occur. In addition, although the project site is visible from the freeway, Interstate-80 is not considered a Scenic Highway in the vicinity of the

project site.

The height of the residences would be required to comply with the height restrictions set forth in the Zoning Ordinance. Furthermore, although the proposed project is not required to go before the Design Review Board, the project would be required, as part of the Special Permit, to be reviewed by Planning staff to ensure that the project is consistent with the City of Sacramento's Single Family Residential Design Principles. Therefore, the proposed project is anticipated to have a ***less-than-significant*** impact related to aesthetics.

Questions C

The proposed project includes subdividing approximately seven acres into 73 single-family lots. Single-family residences are not typically considered substantial sources of glare, due to the limited height and the limited amount of reflective surface area (i.e. glass and metal surfaces). Streetlights would be installed along the proposed interior streets and along the Taylor Street frontage. The design of lighting would comply with City standards; therefore, the project is not anticipated to result in substantial adverse affects associated with glare. Thus, impacts associated with light and glare are anticipated to be ***less-than-significant***.

Mitigation Measures

No mitigation is required.

Findings

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

TAYLOR STREET COTTAGES (P06-142)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
2. AIR QUALITY <i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

Environmental Setting

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

Regulatory Setting

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

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

Both the State of California and the federal government have established ambient air quality standards for several different pollutants. For some pollutants, separate standards have been set for different periods of the year. Most standards have been set to protect public health, although some

TAYLOR STREET COTTAGES (P06-142)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

standards have been based on other values, such as protection of crops, protection of materials, or avoidance of nuisance conditions.

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

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

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

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

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

Standards of Significance

The SMAQMD adopted the following thresholds of significance in 2004:

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

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

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

Project-related air emissions would have a significant effect if they result in concentrations that either

create a violation of an ambient air quality standard or contribute to an existing air quality violation.

Answers to Checklist Questions

Question A

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO_x and ROG), PM₁₀ and CO would be likely to exceed the standards of significance due to operation of the project, an initial project screening was performed using the SMAQMD *Guide to Air Quality Assessment* (July 2004). The function of Table 4.2 is to provide project sizes for land use types which, based conservatively on default assumptions for modeling inputs using the URBEMIS 2002 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for ROG and NO_x (SMAQMD 2004, p. 4-2).

SMAQMD considers development projects of the type and size that fall below the significance cut-points in Table 4.2 for ROG and NO_x also to be insignificant for CO emissions (SMAQMD 2004, p. 5-2). SMAQMD has indicated that PM₁₀ emissions from development projects, if they are of the type and size below the cut-points in Table 4.2 for ROG and NO_x, may likewise be considered not significant. However, this assumption applies only to projects that do not generate trips by heavy-duty diesel vehicles in greater proportion than such trips occur generally on public roadways (SMAQMD 2004, p. 5-2). Operation of the proposed single-family residential subdivision would not generate trips by heavy-duty diesel vehicles.

Projects categorized as "Single Family Residential" development types are considered potentially significant at the NO_x Screening Level for operational impacts at 656 units or greater. The number of units to be developed under the proposed project would be 73, which is well below the Table 4.2 threshold for single family residential. Therefore, no potentially significant operational impacts are expected to air quality due to mobile source emissions for these criteria pollutants.

The *URBEMIS 2002 8.7* model was also performed to calculate estimated emissions for the operation of the proposed project. Based on the estimated emissions from the URBEMIS model, the proposed project is not likely to exceed the operational emissions threshold of 65 lbs/day for ROG and NO_x. Estimated ROG and NO_x emissions using the URBEMIS 2002 model were calculated to be as high as approximately 6.11 lbs/day and 6.83 lbs/day, respectively, which are below the 65 lbs/day threshold.

Project-Related Construction Impacts: The *URBEMIS 2002 8.7* model was also used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO_x. Estimated NO_x emissions using the URBEMIS 2002 model were calculated to be as high as approximately 63.19 lbs/day, which is below the 85 lbs/day threshold.

The SMAQMD *Guide to Air Quality Assessment* states (p. 3-2) that if the project's NO_x mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions, then the Lead Agency may assume that exhaust emissions of other pollutants from operation of equipment and construction worker commute vehicles are also not significant. Consequently, because the URBEMIS 2002 model

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indicated that the project would not exceed the NO_x threshold, the analysis of other criteria pollutant emissions is not included in this discussion.

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

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

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

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

Question B

Because the proposed project consists of residential uses, it is highly unlikely that it would create either stationary or mobile Toxic Air Contaminant (TAC) sources, once the proposed project is operational. Significant stationary TAC sources usually take the form of factories, research and development facilities, or hospitals with specialized equipment. Mobile TAC is generated by heavy-duty on-road vehicles that run on diesel fuel, such as heavy duty trucks or diesel buses. Due to the zoning of the proposed project for residential use, no stationary sources that might contribute TAC would be allowed to develop. Also, because no commercial or industrial uses would be part of the proposed project, no diesel trucks would be attracted, and mobile TAC sources generated by the proposed project would consequently be minimal. Even though the proposed project itself would not generate stationary or mobile TAC, it would place sensitive receptors in proximity to existing mobile TAC by building homes within 500 feet of Interstate 80 (I-80). I-80 experiences consistent diesel truck traffic.

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

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

mobile source TAC.

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

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

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

Question C

The area around the proposed project site is relatively flat. The existing built environment consists of single-family residences to the north and east and commercial uses to the west and south. Significant changes in air movement can result from the construction of tall or large-massed structures. Construction of buildings that result in the shading of adjoining buildings or parcels for a significant part of the day can result in temperature changes in the project vicinity. Temperature and moisture changes can also result from the construction of structures that emit large quantities of air that is significantly different in temperature and/or humidity than the surrounding environment. There are no structures tall enough to significantly affect air movement and temperature in the vicinity of the proposed project site.

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

Question D

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

Findings

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

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than- significant Impact
3. BIOLOGICAL RESOURCES <i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?		✓	
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

Environmental Setting

A Natural Resources Due Diligence Survey and Letter Report were prepared specifically for the Cottages of Taylor Street project in December 2005 and January 2007 by Sycamore Environmental Consultants, Inc. The findings in this section are largely based on those reports.

The proposed project is located in a residential and commercial area of Sacramento. The area immediately surrounding the site is occupied by residential land uses to the north and east; a self-storage complex to the south; and new commercial land uses to the west. The Magpie Creek irrigation canal is located along the western boundary of the site. The project site is currently vacant, with disturbed soils and various brushes and small trees along portions of the perimeter. Nonnative grasslands cover the majority of the proposed project site.

Site Description

The project site is located within Section 11, Township 9 North, Range 5 East, of the USGS 7.5-minute Rio Linda topographic quadrangle. The proposed project site has been vacant for the past 43 years and supported a residence prior to the vacancy in the early 1960s.

Vegetation and Trees

Chapter 12.56 of the City of Sacramento Code protects City Trees and Chapter 12.64 of the City Code protects Heritage Trees. There are some ornamental shrubs and trees, mainly fig trees, which have been heavily pruned and are planned for removal. The trees located on the project site are neither City Trees nor Heritage Trees.

Jurisdictional Waters

The U.S. Army Corps of Engineers (Corps) and the U.S. Environmental Protection Agency regulate the discharge of dredge and fill material into "waters of the United States" under Section 404 of the Clean Water Act (33 U.S.C. 1344). The Corps issues permits for certain dredge and fill activities in waters of the U.S. pursuant to the regulations in 33 CFR 320-330. The category of non-tidal waters includes wetlands and applies to the project. Wetlands, as identified by the Corps for regulatory purposes, are identified using a three-parameter test that considers whether hydrophytic vegetation, hydric soils, and hydrology are present. Wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands also include less conspicuous wetland types such as vernal pools and other seasonal wetlands. There are neither jurisdictional wetlands nor other waters of the U.S. within the project site.

Wetlands that are isolated and lack an interstate or foreign commerce connection, but otherwise meet the three-parameter test for wetlands, are considered "isolated wetlands" and are not regulated by the Corps. An isolated seasonal wetland is located along the southern boundary of the project site. The majority of the wetlands are located outside of the proposed project site, between the brick wall and the southern boundary of the project site. Only 436 square feet of the wetland extends into the project site. This isolated, seasonal wetland does not provide suitable habitat for federally listed vernal pool branchiopods or special-status plant species due to insufficient ponding.

The bed and banks of Magpie Creek are concrete lined along the west property boundary of the project site from Interstate-80 to north of Jessie Avenue. Magpie Creek is located on a separate legal parcel than the project site.

Special Status Species

There are no Special Status Species located on the project site.

Special-Status Wildlife

White-tailed kite is a CDFG fully protected species. White-tailed kite use herbaceous lowlands with variable tree growth and dense populations of voles. This species is rarely found away from agricultural areas. This species feeds on small diurnal mammals, and occasionally birds, insects, reptiles, and amphibians in open grasslands, meadows, emergent wetlands, and farmlands.

There are eight CNDDB records for nesting white-tailed kite on the Rio Linda quadrangle. The closest record is from 2002 and is approximately 1.6 miles northwest of the project site. There are no suitable nest trees for white-tailed kite on the proposed project site (p. 4, Sycamore, January 2007). The nonnative grassland within the project site provides potential foraging habitat.

Falconiformes and Strigiformes (collectively known as birds-of-prey) are protected under the CDFG Code 3503.5. All migratory bird species are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918.

American kestrel (*Falco sparverius*), killdeer (*Charadrius vociferous*), rufous-crowned sparrow (*Aimophila ruficeps*), northern mockingbird (*Mimus polyglottos*), American crow (*Corvus brachyrhynchos*), and turkey vulture (*Cathartes aura*) are migratory birds of prey that were observed on the project site by Sycamore. Sycamore did not observe any nests on, or adjacent to, the project site during their field surveys; however, the trees and shrubs in the proposed project site provide potential nesting habitat for birds of prey and migratory birds.

The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations. The MBTA applies to construction activities and construction-related disturbance. Project activities that result in the direct injury or death of a migratory bird, removal of active nests during the breeding season, disturbances that result in the abandonment of nestlings or forced fledging of a species is considered a take under federal law.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a ground nesting raptor species that is afforded protection by CDFG as a species of special concern due to potentially declining populations in the Central Valley of California. These owls typically inhabit open grassland habitats where they nest in abandoned ground squirrel burrows and other nesting cavities associated with raised mounds, levees, or soft berm features. There are six CNDDDB records for this species on the Rio Linda quadrangle. The closest burrow record is 0.96 miles west of the project site, in the flood control levee along East Levee Road, just south of I-80, east of Northgate Boulevard overpass. The nonnative grasslands on the proposed project site provide potential burrowing owl foraging habitat (p. 3, Sycamore, January 2007). There were no burrowing owls on the project site during the January 2007 fieldwork by Sycamore Environmental Consultants, Inc.

Standards of Significance

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

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

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

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

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

Answers to Checklist Questions

Question A

There are no endangered, threatened or rare plants located on the project site.

Sycamore did not observe any burrowing owls on the proposed project site during their December 2005 or their January 2007 site assessments, but stated that there is suitable foraging habitat on the project site and burrows near the project site. Therefore, preconstruction surveys would be required in order to ensure that no burrowing owls are located on the site.

No nests of protected species were observed by Sycamore within the project site. There are no suitable nest trees for Swainson's hawk, raptors, or other birds of prey on the project site.

The isolated seasonal wetland does not provide suitable habitat for federal listed vernal pool branchiopods or special-status plant species due to insufficient ponding.

The proposed project could result in impacts to a protected species, the burrowing owl, if one or more owls move to the site between the time of the last survey in January 2007 and the start of construction. This is a potentially significant impact; however, implementation of the following mitigation measure would reduce the impact to less than significant by ensuring that either there are no burrowing owls present on the site or, if owls are present, they would not be disturbed during nesting season. For these reasons, the project will have a **less-than-significant** impact to this resource with the implementation of the following mitigation measure.

Mitigation Measures:

- BR-1a: Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. A letter report from the qualified biologist shall be submitted to the City of Sacramento Development Services Department stating that no burrowing owls are located on the site, and no further mitigation is required.
- 1b: If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.
- 1c: If destruction of occupied burrows is unavoidable, the applicant shall coordinate with CDFG to identify existing suitable burrows located on protected land to be enhanced or new burrows will be created by installing artificial burrows at a ratio of 2:1.
- 1d: If owls must be relocated away from the site the applicant shall coordinate with CDFG to relocate the owls using passive relocation techniques (as described in the CDFG's October 17, 1995, Staff Report on burrowing owl mitigation, or latest version).
- 1e: If avoidance is the preferred method of mitigating potential project impacts, then no disturbance shall occur within 160 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season (February 1 through August 31).

Question B

There are some ornamental trees on the project site, and are planned for removal. However, the trees on the project site are not heritage trees or City street trees. Therefore, the proposed project will have a **less-than-significant** impact to locally designated tree species and no mitigation measure is required.

Question C

According to a Preliminary Jurisdictional Delineation Report for the project site, prepared by Sycamore in January 2007, there are neither jurisdictional wetlands nor other waters of the United States on the project site. One isolated seasonal wetland is located along the southern boundary of the project site. The majority of the seasonal wetland is located outside of the project area between a brick wall along the northern boundary of the mini storage and the southern boundary of the project site. Only 436 square feet of the seasonal wetland extends onto the project site. Hydrology for the seasonal wetland is provided by direct precipitation. A drainage ditch had been dug through the center of the seasonal wetland. The ditch drains from the seasonal wetland west into an inlet

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immediately south of the project site boundary. The fill of the isolated wetland on the project site could be authorized under the Regional Water Quality Control Board's "Isolated Wetlands Waste Discharge Requirement" because the wetland is less than 0.2 acre. This marginal wetland does not provide suitable habitat for federal listed vernal pool branchiopods including vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus Packardii*). Therefore, the proposed project would have a **less-than-significant** impact to wetlands and no mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to biological resources with the incorporation of the above mitigation measure.

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

Environmental Setting

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

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

Standards of Significance

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

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

Answers to Checklist Questions

Questions A - D

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

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

Mitigation Measures

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

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

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

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

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

CR-3: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment 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 taken place.

Question E

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

Findings

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

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

Environmental Setting

Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and public utility easements (PUEs).

The Sacramento Municipal Utility District (SMUD) supplies electricity to the City of Sacramento. SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation power plants. SMUD also purchases power from PG&E and the Western Area Power Administration. A five-foot wide SMUD easement is located along the northern boundary of the project site, along with an overhead electric line. Both will be relocated within the project site.

Standards of Significance

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

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

Answers to Checklist Questions

Questions A – C

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

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A natural gas line is located in Taylor Street, along a portion of the northeast project boundary. If the project proponent would need to extend the existing natural gas line or install an additional natural gas line for service, in a location other than a public right-of-way, the extension or installation would require further environmental review. The following mitigation measure would ensure the extension or installation of a natural gas line would have a less-than-significant impact from energy sources.

Mitigation Measures

E-1: Connection to an existing natural gas line or installation of a natural gas line in a location other than a public right-of-way would require further environmental review by the City of Sacramento Environmental Planning Services division prior to the issuance of grading or construction permits by the City of Sacramento.

Conclusion

Development of the proposed project is consistent with the type and size of development anticipated for the site in the SGPU and the NSCP and, therefore, the project's impact to energy sources is expected to be ***less-than-significant*** with the incorporation of the above mitigation measure.

Findings

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

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

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

Topography. Terrain of the proposed project site is relatively flat, and slopes gently from east to west. Elevation on the project site ranges between approximately 28 and 32 feet above sea level. Therefore, the potential for slope instability on the site is minor.

Soils. According to the Soils Survey of Sacramento County prepared by the US Department of Agriculture Soil Conservation Service, the project site is primarily underlain by the following soil types: Dierssen sandy loam, Madera-Loam, and Xerarents – Urban Land – San Joaquin complex.

The permeability of Dierssen soil is slow, the shrink-swell potential is high, runoff is very slow, and erosion hazard is slight.

The permeability of the Madera soil is very slow; the shrink-swell potential is high, runoff is slow, and hazard from water erosion is slight.

The permeability Xerarents – Urban land – San Joaquin complex soil in is moderate to very slow, the shrink-swell potential is low to high, runoff is very slow or slow, and erosion hazard is slight. The San Joaquin soil shrink-swell potential is high.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on

such a site without protection against those hazards.

Answers to Checklist Questions

Question A

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

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

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

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

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

Question B

Topography of the project site is generally level; consequently, changes in topography would not be substantial. The project site's soils possess a high potential for shrink-swell. However, during plan check, the City would review the required geotechnical report, prepared specifically for development on the site. The geotechnical report would include recommendations for constructing the residences on the site's soils. The City would verify that all recommendations made in the report are incorporated into the grading plan and construction drawings, and, therefore, impacts associated with expansive soils would be reduced to a less-than-significant level.

As stated above under the soils description, the project site's soils susceptibility to erosion is slight. The potential for erosion due to surface water flow would be limited to areas disturbed by grading

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during construction. Soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control would be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This Ordinance requires the project applicant to include erosion and sediment control measures on the improvement plans. These plans must also show the methods that would be used to control urban runoff pollution from the project site during construction.

For these reasons, the proposed project would result in a ***less-than-significant*** impact associated with changes to site topography, expansive soils, and soil erosion.

Question C

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

Question D

No recognized unique geologic features or physical features that would be impacted by the construction of the proposed project exist on the project site. Therefore, impacts related to such features would be ***less-than-significant***.

Findings

The proposed project would have a less-than-significant impact due to seismicity, soils, or geology.

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

Environmental Setting

A Phase I Environmental Site Assessment (ESA) was prepared specifically for the proposed project by ADR Environmental Group, Inc. in November 2005. ADR conducted a field reconnaissance of the project site and the surrounding area, reviewed the regulatory agencies' records, and interviewed regulatory officials and other individuals to obtain information concerning the known and potential use, storage, disposal, and release of hazardous materials at the project site.

The Phase I ESA (p. 9) indicates the presence of the following environmental conditions and concerns: a 55-gallon drum labeled "Chevron 15w-40 Oil," several pieces of asbestos-cement piping, and minor amounts of general household debris.

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

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

Answers to Checklist Questions

Questions A & D

As stated above, the Phase 1 ESA indicates that the proposed project site contains evidence of recognized hazardous environmental conditions (p. 1-1). During the preparation of ADR's December 2005 ESA, the following hazardous conditions were observed:

- One 55-gallon "Chevron 15w-40 Oil" drum is located at the southeast corner of the project site. This drum contains a small, but undetermined amount of fluid. No staining, odors, or distressed vegetation was noted by ADR in the vicinity of this drum.
- Minor amounts of general household debris along the northern boundary of the site, immediately south of the Norwood Pines Alzheimer's Center. One waste oil filter with minor staining was noted as part of this debris. However, it appears the underlying soil has not been significantly impacted by this release, and no environmental issues were identified in association with this material.
- Several pieces of asbestos-cement piping, such as Transite®, were observed embedded in the dirt surface near the southeast corner of the project site.

The removal and proper disposal of the above items, in accordance with regulations, would remediate the above hazardous conditions on the proposed project site.

Construction of the project would involve the use and possible storage of hazardous materials such as paints, solvents, fertilizers. However, the use of these materials during construction is regulated. Compliance with these regulations would ensure that hazardous conditions are not created during construction.

The operation of the proposed residential project would not create hazardous conditions, other than the potential exposure of the future residents to toxic air contaminants (TAC) due to the site's proximity to I-80. See the discussion of toxic air contaminants due to the project site's proximity to I-80 in the Air Quality section, response 2B.

Therefore, after incorporating the following mitigation measures, neither the construction nor operation of the proposed project would result in the release of hazardous substances or the exposure of people to existing sources of potential health hazards. For these reasons, it is not anticipated that the project would result in a release of potentially hazardous materials nor expose people to a hazard. Consequently, impacts are anticipated to be **less-than-significant** after mitigation.

Mitigation Measures

- Hz-1: Prior to the issuance of a grading or construction permit, the 55-gallon "Chevron 15w-40 Oil" drum and its contents shall be removed from the project site and disposed of in accordance with local and State regulations. The oil drum and its contents shall be taken to a household hazardous waste collection facility or a licensed oil collection site. Such a facility and site can be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the hazardous waste facility or oil collection site and present it to City of Sacramento Development Services Department.
- Hz-2: Prior to the issuance of a grading or construction permit, the general household material, including a waste oil filter, shall be removed from the project site, and its source shall be eliminated. These household materials shall be taken to a household hazardous waste collection facility that may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the hazardous waste facility or oil collection site and present it to City of Sacramento Development Services Department.
- Hz-3: The pieces of asbestos-cement piping material shall be collected and properly disposed of by a licensed asbestos abatement contractor prior to any disturbance of the project site. A licensed asbestos abatement contractor can be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the asbestos abatement contractor and present it to City of Sacramento Development Services Department.

Question B

The proposed site plan has been reviewed for adequacy by the Fire District. Recommendations by the District were incorporated into the site design.

Two access points for the project site are proposed along Taylor Road. These access points would be constructed in accordance with City standards. The offsite parcels fronting Taylor Street are currently developed. The proposed project would not result in the interference of emergency access to/from any parcels.

The project proposes the construction of a 30-foot wide emergency access road (See Attachment B) to provide a secondary means of emergency access.

Therefore, because the proposed project complies with recommendations made by the Fire District and would not interfere with emergency access; the proposed project would result in a **less-than-significant** impact associated with interference with emergency evacuation plans.

Question C

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

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

For these reasons, it is not anticipated that the project would result in the creation of any health hazard or potential health hazard. Consequently, impacts are anticipated to be ***less-than-significant***.

Questions E

Development of the project site would eliminate the potential for the growth of fire-prone vegetation on the site and thereby would reduce the potential for increased fire hazard. There are no large areas of undeveloped land adjacent to the proposed project site that could be a source of wildfire. Therefore, impacts associated with fire hazards are considered to be ***less-than-significant***.

Findings

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

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

Environmental Setting

Drainage/Surface Water. The project site is within Drainage Shed 157, which flows to Sump 157, located southwest of the project site, north of I-80, adjacent to the Natomas East Main Drainage Canal. An 8-inch drainage main line is located within Taylor Street that flows to the I-80 Drainage Canal.

Currently, drainage on the project site generally occurs via surface flows into existing natural drainage swales and ditches on the site. These drainage swales and ditches generally flow southwest across the site into the North I-80 Drainage Canal, which is concrete-lined and located south of the project site within the I-80 right-of-way. Once entering the I-80 drainage canal, drainage continues to flow southwest to Sump 157 and pumps the drainage into the Natomas East Main Drainage Canal where it continues to flow south to the Sacramento River.

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

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

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

The City of Sacramento has obtained a National Pollution Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in storm runoff. The general permit requires the permittee to employ BMPs before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential areas and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from entering the storm water drains. BMPs are approved by Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA). Components of BMPs include:

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

Flooding. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) revised as of February 18, 2005, the project site is located in two flood zones, X zone and AE zone.

Standards of Significance

For the purposes of this report, the following are standards of significance:

Surface/Ground Water. 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. An impact is considered significant if the proposed project would substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

Questions A, C, and D

The proposed project consists of entitlements to develop 73 single-family residences. Development of the proposed project would alter absorption rates and surface runoff through the addition of paved surfaces and buildings (impervious surfaces). The proposed project would be required to connect to the City's storm drain system, to the satisfaction of the Department of Utilities

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

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

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which ensure that the proposed project would not result in changes in flow velocity or volume of runoff that would cause environmental harm.

General Stormwater Construction Permit

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

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

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

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

Question B

The project site is partially located within Flood Zone X. The Flood Zone X is defined as: Areas of 500-year flood - areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. Within the flood zone designated as an X zone there are no requirements to elevate or flood proof this portion of the project site. A portion of the project site is within the flood zone designated as an AE zone, in which structures would be required to be elevated above the base flood elevation. The applicant is required to submit an application for a Letter of Map Change (LOMC) to FEMA through the City of Sacramento for construction of structures in this zone. The proposed project includes requirements of removal from the AE flood zone prior to recordation of the final map by receiving a Letter of Map Revision (LOMR) from FEMA. Without the approved LOMR, it would be impractical to construct structures in the AE Zone. Therefore, impacts from flooding are anticipated to be ***less-than-significant*** with the incorporation of the following mitigation measure.

Mitigation Measure

H-1: The applicant shall submit an application for a Letter of Map Change (LOMC) to FEMA through the City of Sacramento. A Letter of Map Revision (LOMR) shall be sent to the City of Sacramento Department of Utilities for approval prior to the recordation of the final map and issuance of any construction permits. If the LOMR is not approved by the City of Sacramento Department of Utilities, no construction permits shall be issued for development in the AE Flood Zone.

Question E

The North I-80 Drainage Canal is the nearest surface water body and is located immediately south of the project site. Stormwater runoff from the project site could affect the capacity of local rivers to receive drainage from Shed 157. However, it was assumed for Shed 157 that the project site would be developed consistent with the existing Community Plan and General Plan designation, which allows single-family residential uses. Although the proposed project includes a Rezone, the proposed project would result in residential development. In addition, the proposed project would be consistent with City of Sacramento goals found in the City of Sacramento General Plan, indicating much of the City's vacant land is in North Sacramento, and this community's vacant land is designated for residential infill development (p. 1-16). Consequently, the amount of runoff anticipated for the project site would not be greater than the amount assumed in the SGPU. Therefore, impacts to the currents, course, or direction of water movements are anticipated to be ***less-than-significant***.

Questions F- H

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

Mitigation Measures

No mitigation required

Findings

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

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

Environmental Setting

The existing General Plan land use designation for the project site is Medium Density (16-29 du/na), and the North Sacramento Community Plan (NSCP) land use designation for the site is Residential (11-21 du/na). The project site is currently zoned Agricultural (A).

The project site is presently vacant. The area surrounding the site consists of land developed with an Alzheimer's nursing facility to the north, commercial land uses, such as a fast food restaurant to the west, vacant commercial to the west, Multi-family to the northeast and single-family land uses to the northwest, and . The property surrounding the site is zoned Agriculture (A) to the northwest, Multiple-family (R-3) to the northeast, Hospital (H) to the north and Heavy Commercial (C-4). Land use surrounding the project site is Single Family Residential and Heavy Commercial per the SGPU.

Standards of Significance

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

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

Answers to Checklist Questions

Question A

The current land use designations allow development of the proposed project site with residential land uses; however, the proposed project site is zoned agricultural. The project includes entitlements to rezone the 6.8 acre parcel from Agricultural (A) to Single Family Residential Alternative (R-1A), which would allow the maximum density of 15 dwelling units per acre, with a total of 102 dwelling units. The proposed project consists of an entitlement to allow 73 single-family residential lots. Land use on the proposed project site is consistent with the residential land use designation to the northwest, northeast, and east. Additionally, the City of Sacramento General Plan indicates much of the City's vacant land is in North Sacramento, and this

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community's vacant land is designated for residential infill development (p. 1-16). Furthermore, according to the City's Zoning Ordinance, parcels west and south of the project site are zoned Heavy Commercial (C-4), and are designed primarily for those commercial uses having a minimum of undesirable impact upon nearby residential areas. Therefore, the proposed project will not result in a substantial alteration of the planned use of the project area, thus the impact is ***less-than-significant*** to land use.

Question B

The SGPU DEIR indicates (Exhibit T-17) that although the project site is zoned agricultural, the project site is not located on Prime Agricultural land, and the site has not been used for agricultural purposes for over 10 years. Furthermore, commercial agricultural operations, which could result in land use conflicts with single-family residential, do not exist in the project vicinity. Therefore, a ***less-than-significant*** impact related to agricultural resources would occur.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in a less-than-significant impact to the land use of the site and surrounding area. The project would also result in less-than-significant impacts to agricultural lands.

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

Environmental Setting

The proposed Cottages of Taylor Street project is located north of Interstate Highway 80 (I-80), west of Taylor Street, and south of Jessie Avenue. Traffic on I-80 and is considered to be a substantial noise source which may affect the design of the project. An existing ten-foot concrete block fence and a two-story storage facility are located adjacent to a portion of the southern property line.

Bollard Acoustical Associates prepared a document entitled "Environmental Noise Assessment, The Cottages of Taylor Street Development" (revised December 12, 2006) to determine whether the noise sources would cause the noise levels at the project site to exceed the City of Sacramento exterior and interior noise level standards.

To describe the characteristics of the roadway noise affecting the project site, Bollard conducted noise level measurements at the project site on October 13, 2006. The measurements accounted for shielding from topography, actual travel speeds, and roadway grades.

Table N-1 shows the predicted future traffic noise level contours and the noise levels in the backyard of the nearest proposed residential uses at 350 feet.

Table N-1		
Predicted Cumulative Traffic Noise Levels at Residences Adjacent to Southern Boundary		
Nearest Residence	Distance	Ldn (without shielding)
Side Exposure Along I-80	370	71 dB
Rear Exposure Along I-80	350	72 dB
Source: Bollard, 2006, p. 5		

Standards of Significance

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

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

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

Answers to Checklist Questions

Questions A and B

Long Term

Based on the data in Table N-1, I-80 future traffic noise levels will exceed City of Sacramento 60 dB Ldn exterior noise level criterion at the nearest proposed residences. A new barrier is not warranted for those lots adjacent to the existing 10-foot high concrete block wall. The existing two-story storage facility between the project site and I-80 also helps to shield those lots and reduce traffic noise to 55 dB Ldn, which is below acceptable thresholds (Bollard and Brennan, p. 5).

In order to reduce the noise generated by traffic and I-80 to an acceptable threshold, 11-foot high noise barriers would be required to extend the existing 10-foot high barrier the entire length of the southern boundary, outside of the Taylor Street right of way. In addition, a noise barrier would be required along the western property boundary, connecting to the proposed 11-foot barrier along the southern boundary. The western barrier is proposed to step down linearly to a height of six feet at the northwest property corner. Two walls would be necessary along the Taylor Street right of way. The southern one would connect to the proposed 11-foot barrier at the southeast property corner and extend north to the intersection with the right of way for A Street (See Attachment A). The northern one would lie between the rights of way of A Street and B Street. The two walls along Taylor Street are proposed to be eight feet tall. These walls are anticipated to reduce the noise generated by Interstate 80 to at least 60 dB Ldn, which is the threshold for exterior noise.

Interior Noise Levels

Exterior traffic noise levels at the first row of residences adjacent to Interstate 80 are predicted to be approximately 60 dB Ldn at the first floor rear facades. Generally, second floor facades would be exposed to traffic noise levels of approximately 15 dB higher than the first floor facades due to their elevation above the barrier. Therefore, future traffic noise levels at the second floor facades of these residences are predicted to be approximately 75 dB, as the existing and proposed barriers may not adequately cover second floor facades.

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

Typical facade designs and constructions in accordance with prevailing industry practices (examples include: wood siding or one-coat stucco siding, STC-28 windows, door weather-stripping, exterior wall insulation, composition plywood roof) results in an exterior to interior noise attenuation of approximately 25 dB with windows closed, and approximately 15 dB with windows open.

Based upon a 25 dB building facade noise reduction provided by standard residential construction, interior traffic noise levels at second floor facades located nearest to Interstate 80 are predicted to be 50 dB Ldn. This level exceeds the City of Sacramento interior noise level standard of 45 dB Ldn. Therefore, further additional mitigation measures would be required of the building construction. Such measures are described below in N-2a and N-2b.

Construction Noise

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

Conclusion

Development of the proposed project would expose sensitive receptors to exterior noise levels associated with traffic, which are in excess of the City's threshold for normally acceptable exterior noise levels (60 dB). In addition, the interior noise level threshold of 45 dB would also be exceeded. Therefore, the proposed project would result in a *potentially significant* impact. However, implementation of the following mitigation measures would reduce the impacts to a **less-than-significant** level by ensuring that interior noise levels do not exceed the 45-dBA Ldn threshold.

Mitigation Measures

The following mitigation measures shall be included on all site plans and in the construction specifications for the proposed project:

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- N-1a: Prior to issuance of occupancy permits, 11-foot high noise barriers shall extend the existing 10-foot high barrier the entire length of the southern boundary, outside of the Taylor Street right of way. In addition, a noise barrier shall be constructed along the western property boundary, connecting to the proposed 11-foot barrier along the southern boundary. The western barrier shall step down linearly to a height of six feet at the northwest property corner. Two walls are necessary along the Taylor Street right of way. B Street shall connect to the 11-foot barrier at the southeast property corner and extend north to the intersection with the right of way for A Street. A Street shall lie between the rights of way. All barrier heights are relative to the building pad elevations.
- N-1b: Noise barriers shall be constructed of concrete or masonry block, precast concrete, earthen berm, or any combination.
- N-2a: All second floor facades, adjacent to the southern boundary and with a line of site to I-80, shall be constructed of stucco siding and all second floor windows of those units from which Interstate 80 is visible shall have a minimum STC-32 rating.
- N-2b: Air conditioning shall be included in all residences, to allow occupants to close doors and windows to achieve the desired traffic noise isolation.

Findings

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

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

Environmental Setting

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

The project site is currently zoned A (Agricultural). The General Plan land use designations for the site include Medium Density Residential (16-29 du/na). The North Sacramento Community Plan land use designation for the site includes Residential (11-21 du/na).

Structures do not exist on the project site.

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.

Answers to Checklist Questions

Question A

The City of Sacramento General Plan land use designation for the proposed project site is Medium Density Residential (16-29 du/na) and the North Sacramento Community Plan land use designation is Residential (11-21 du/na). The proposed project includes entitlements to subdivide 6.8 acres into 73 single-residential lots (approximately 11 du/na). Because the proposed density is consistent with the density anticipated for the site in the City's General Plan and North Sacramento Community Plan, the project would not result in growth beyond what was anticipated by these

plans.

Roads would be constructed on the project site for internal circulation and access to Taylor Street. Because the construction of new roads would serve only the project site, their installation would provide access to other parcels, impacts to roadways is not anticipated nor induce substantial population growth.

Because the site area is almost fully developed, the necessary utilities are, for the most part, adjacent to the site. The project includes extension to water, sewer, and drainage pipes. However, these improvements would serve only the site, thus not resulting in major infrastructure and induce substantial population growth because the project would not extend the line beyond the project site.

For these reasons, the proposed project would result in ***less-than-significant*** impacts to population and housing.

Question B

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

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

Mitigation Measures

No mitigation is required.

Finding

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

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

Environmental Setting

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

The area is served by the Sacramento City Police Department. The William J. Kinney Police Facility is located less than 1 mile southeast of the site at 3550 Marysville Boulevard.

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

Standards of Significance

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

Answers to Checklist Questions

Questions A – E

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

Fire Protection

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

Additionally, the proposed project would not change the land use type designated for the site, and the proposed project density is less than the density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create less demand for fire protection services than anticipated in the General Plan.

Police

The City of Sacramento Police Department provides police protection services within the City of Sacramento. The proposed project would not change the land use type designated for the site, and the proposed project density is less than the density designated for the site in the SGPU and Community Plan. Consequently, the proposed project would create less demand for police services than anticipated in the SGPU and Community Plan.

Schools

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

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

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

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Conclusion

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

Mitigation Measures

No mitigation is required.

Findings

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

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

Environmental Setting

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

Standards of Significance

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

Answers to Checklist Questions

Questions A and B

The proposed project would introduce new residences to the area, which would increase demand for parks. Because future residents of the project would have four park facilities to choose from, it is not anticipated that existing recreational facilities would be substantially affected.

The proposed project is consistent with the land use designation for the site. The proposed project does not propose parks. The applicant must comply with City Code 16.64 (Parkland Dedication) and pay the required parkland dedication in lieu fees prior to approval of the final map. Additionally, the applicant must comply with City Code 18.44 (Park Development Impact Fee) and pay the Park Development Impact Fee due at the time of issuance of a building permit. Furthermore, the Parks and Recreation Department requires that the applicant provide proof that they have initiated and completed the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annexed the project to an existing parks maintenance district prior to recording a Final (Parcel) Map. Compliance with the City Code and requirements of the City Department of Parks and Recreation would ensure that the project contributes to park funding. Therefore, recreational impacts are anticipated to be ***less-than-significant***.

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Mitigation Measures

No mitigation is required.

Findings

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

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

Environmental Setting

Roads. The proposed project is located west of Taylor Street and south of Jessie Avenue. Rio Linda Boulevard is located east of the site, Bell Avenue is located north of the site, and Norwood Avenue is located west of the site. Additionally, Interstate 80 is located south of the project site. The project includes that addition of three streets within the project site. Two of the streets, A Street and B street would connect to Taylor Street. The other street, D Circle, would provide internal circulation. Following are descriptions of the roadways near the project site:

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Existing Roadways

Regional automobile access to the site is provided primarily by I-80. Access to and from I-80 is provided at Norwood Avenue.

Arterial roadways include Norwood Avenue and Rio Linda Boulevard. Norwood Avenue is a north-south, four-lane arterial that provides access to I-80 west of the project site and provides access to points within the City of Sacramento.

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

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

Jessie Avenue currently extends east-west from one-half mile west of Norwood Avenue to May Street, at the west side of the proposed project site.

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

Existing Transit Service

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

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

Existing and Planned Bicycle and Pedestrian System

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

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

- Class III: On-street bike routes marked by signs and shared with motor vehicles and pedestrians.

A Class I bike trail currently extends along Rio Linda Boulevard from downtown Sacramento to the northern city limits. Bike lanes are provided along Norwood Avenue south of Morrison Avenue and along Raley Boulevard north of Bell Avenue. A short section of Bell Avenue has bike lanes between Taylor Street and Rio Linda Boulevard. There are no bike lanes on Taylor Street.

Sidewalks in the project vicinity are provided only where new developments have recently been constructed. Sidewalks are not available along the western side of Taylor Street from Jesse Avenue to the southern boundary of the proposed project site.

Standards of Significance

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

Intersections

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

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

Roadway Segments

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

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

Freeway Ramps and Mainline

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
- Project traffic increases that cause any ramp's merge / diverge level of service to be worse than the freeway's level of service.
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service "E."

Bikeways

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

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

Pedestrian Circulation

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

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

Transit System

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

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

Answers to Checklist Questions

Question A

The proposed project consists of the development of 73 single-family homes on an approximate 6.9 acres site that is currently vacant. The proposed project would generate additional trips on the roadway network. The City of Sacramento Development Engineering division, after a preliminary traffic assessment, determined a traffic study is not warranted. Trip generation was estimated using the ITE's *Trip Generation, Seventh Edition*. The total numbers of additional trips estimated for the site is 778 daily trips, 61 total A.M. peak hour trips, and 81 P.M. peak hour trips. These additional trips are not anticipated to create a significant impact on the existing roadway system. The impact of the proposed project on traffic circulation in the area is considered to be ***less-than-significant***.

Questions B & E

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

The proposed project is not anticipated to hinder or eliminate an existing designated bikeway or interfere with implementation of the bikeway system proposed for the project area. Public improvements required for the proposed project are or would be designed to applicable standards.

Sidewalks would be required along all new roadway construction within the project site and along the Taylor Street frontage in conformance with City design standards.

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

Question C

Proposed and existing road infrastructure provides adequate emergency access to the proposed project site. The project includes the addition of two streets, A Street and B Street, connecting to Taylor Street. One street, D Circle, would provide internal circulation. The project also includes a 30-foot wide emergency access easement along the northern perimeter of the project site. In addition, the project site would be designed to appropriate standards, to the satisfaction of the City of Sacramento's the Development Services Department, Development Engineering and Finance Division and Fire Department. Potential emergency access impacts are considered to be ***less-than-significant*** and do not require mitigation.

Question D

City Code Section 17.64.020 identifies the parking requirements by land use type, and indicates that single-family residential uses are required to provide one parking space per unit. The project consists of 73 single-family lots. Each lot would provide two on-site parking spaces in either a tandem or side-by-side garage, thus providing 146 parking spaces. Additionally, 40 on-street parking spaces would be provided. Consequently, inadequate on-site parking would not result from the proposed project as the proposed parking is within the requirements of the City's Zoning Code.

There is space for grading equipment and construction workers to park on site during construction.

As a result, a ***less-than-significant*** parking impact is anticipated.

Question F

Sacramento Regional Transit (RT) currently provides two local bus lines near the project site: Route 18 and Route 19. The proposed development on the site complies with the existing land use designations of the site. Therefore, the density of development on the site has been considered in RTs bus transit planning.

There are no light rail facilities within walking distance of the proposed project site.

As previously noted, sidewalks would be installed for pedestrian access to the site. For these reasons, the proposed project would not conflict with alternative modes of transportation.

Question G

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

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in ***less-than-significant*** impacts to transportation and circulation.

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

Environmental Setting

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

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

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

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Table U-1 Future City of Sacramento Surface Water Rights	
Year	Authorized Surface Water Use (acre-feet/year)
2010	227,500
2015	252,000
2020	278,000
2025	304,000
2030	326,800
Source: UWMP 2006 (p. 4-4)	

Groundwater Sources: According to the UWMP, about 16 percent (22,521 af/y) of the City's water demand is currently met through groundwater wells, while 84 percent is currently met through surface water (116.452 af/y) in 2005. The estimated safe yield of the groundwater basin underlying the American River Place of Use (POU) is between 55,000 and 80,000 acre-feet, which is two to three times the City's recent historical usage.

The groundwater generally meets primary and secondary drinking water standards for municipal water use. The City focuses on surface water and minimizes reliance on groundwater to avoid water quality problems and reduce the City's contribution to possible groundwater overdraft conditions.

Currently, an eight inch water main exists within Taylor Street, adjacent to the site.

Stormwater Drainage: The project site is within Drainage Shed 157, which flows to Sump 157, located southwest of the project site, just north of I-80 adjacent to the NEMDC. Currently, a eight-inch storm drainpipe exists within Taylor Street, adjacent to the project site. The pipe flows to the I-80 Drainage Canal, which is concrete-lined and located south of the project site within the Interstate 80 right-of-way.

Currently, drainage on the project site generally occurs via surface flows into existing natural drainage swales and ditches on the site. These drainage swales and ditches generally flow southwest across the site to Sump 157 and into the North I-80 Drainage Canal.

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

A six-inch sanitary sewer line exists within the Taylor Street right-of-way, adjacent to the proposed project site.

Solid Waste: Solid waste that is collected by the City of Sacramento, Solid Waste Division is sent to the Sacramento Recycling and Transfer Station where recyclable material is removed and the remaining solid waste is sent to the landfill at Lockwood, Nevada. Solid waste collected by private haulers in the City of Sacramento is typically disposed of at Kiefer Landfill operated by the County of Sacramento Public Works Department, or it is sent to Lockwood, Nevada. According to Doug

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Kobold, Solid Waste Planner for Sacramento Region Solid Waste Authority, Kiefer Landfill has capacity until 2035 at the current throughput. According to Tyler Stratton, Program Analyst for the City's Solid Waste Division, the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, these two landfills are not capacity constrained.

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

Standards of Significance

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

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

Answers to Checklist Questions

Question A

No aboveground communication systems facilities exist on or near the project site. The proposed project would not exceed the height restriction specified in the Zoning Ordinance for structures within the proposed R-1A zone. Therefore, the proposed project would not interfere with microwave, radar, or radio transmissions and the proposed project would result in a ***less-than-significant*** impact.

Questions B and C

Water Supply. Based on the figures presented in the City's 2006 UWMP, Sacramento's water supply is sufficient through Year 2030.

The City of Sacramento has sufficient water rights and the infrastructure to deliver water in normal, single-dry, and multiple-dry years. According to the UWMP the City has not needed to explore other water supply options because the City's water sources are not subject to cutbacks, and the City's entitlements are more than sufficient to meet projected future demands.

Build-out demand for the project site, in accordance with current General Plan designation, is assumed in the 2006 UWMP. The UWMP indicates that the single-family water use factor of 606 gallons/account/day was used to calculate water use. Assuming one account per residence, an estimate of build-out demand for the proposed project (73 units) would be 44,238 gallons per day. Therefore, the project is well-below the threshold of 10 million gallons per day.

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Water Distribution. The proposed project would be required to connect to the City's water distribution system. The project includes construction of a water distribution system within the new streets and within the fire access lane. Per City Standards, the proposed system, of a minimum of eight-inch diameter mains, would be looped to assure no more than 25 units are served by a dead end water main. The water mains would connect to the eight-inch water main within Taylor Street. This connection would be made at the project site and would not require the extension of lines. The connections to the City's water system are required to be designed and installed to the satisfaction of the City's Department of Utilities.

Conclusion

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

Question D

The proposed project would include the installation of eight-inch sewer lines within the new streets. Additionally, the project may require the replacement of all or a portion of the existing six inch sewer main in Taylor Street between the site and Jessie Avenue with an eight inch sewer main. The extension would be sized to be consistent with the overall sewer master plan. These improvements would be required prior to any final building permit. All connections to public sewers are coordinated with, and approved by, the Department of Utilities. With the development requirements established by the Department of Utilities, the proposed project is anticipated to have a ***less-than-significant*** impact on sewer services.

Question E

Drainage from the project site would discharge to Taylor Street. The existing storm drain in Taylor Street is a eight-inch main with 15 inch outfall that flows to the I-80 drainage canal. This storm drainpipe could be replaced. The City of Sacramento's SSWMM model for Shed 157 will be used to create a site-specific drainage study, and would be reviewed and approved by the City's Department of Utilities.

A drainage study would be required in order to determine the appropriate sizing of the drainage facilities to accommodate adequately project drainage during 10- and the 100-year storm events.

The project would disturb greater than one acre of land; therefore, a "NPDES general Permit for Stormwater Discharges Associated with Construction Activity," is required by the State of California. This state permit is granted through the State Water Resources Control Board (SWRCB), and a Stormwater Pollution Prevention Plan (SWPPP) prior to construction.

All drainage improvements would be required to be developed to the satisfaction of the Department of Utilities, and the Department of Utilities would ensure consistency with the existing Drainage Master Plan for Drainage Shed 157. All drainage lines would be placed within the asphalt section of public rights-of-way as per the City's Design and Procedures Manual. The storm

TAYLOR STREET COTTAGES (P06-142)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

drain system shall be designed to conform to the master drainage plan for the area.

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

Question F

As indicated above, the two primary landfills, which receive the majority of solid waste generated by the City of Sacramento, are not anticipated to be capacity constrained.

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

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

Mitigation Measures

No mitigation is required.

Findings

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? Disturb paleontological resources?</p> <p>B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?</p> <p>C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p> <p>D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		<p style="text-align: center;">✓</p>	<p style="text-align: center;">✓</p>

Question A

As stated in Section 3, the proposed project may affect raptors and the Burrowing owl. Mitigation Measures have been proposed in order to reduce these impacts to a less-than-significant level. Furthermore, as stated in Section 4, the proposed project may affect known and/or unknown Cultural Resources within the project site. Mitigation measures concerning how to handle paleontological resources were included in case previously unidentified resources are uncovered during construction activities. Mitigation has been proposed in order to reduce these impacts to ***less-than-significant*** levels.

Question B

As discussed throughout this Initial Study, the proposed project consists of a tentative subdivision map to divide two parcels into 73 single-family residential lots and two landscaping lots. The project is assumed to comply with federal, State, and local laws and regulations and would not include any activities or include any uses that would achieve short-term goals to the disadvantage of long-term environmental goals; therefore, impacts are considered ***less-than-significant***.

Question C

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

Question D

As discussed in Section 7, the project does have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The site contains hazards. Additionally, construction activities could reveal previously unknown hazards. The proposed project is required to comply with all applicable laws concerning hazardous materials. Mitigation has been proposed in order to reduce these impacts to ***less-than-significant*** levels.

SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

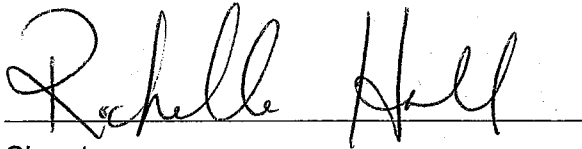
SECTION V. DETERMINATION

On the basis of the initial evaluation:

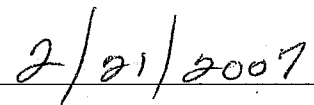
I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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



Signature

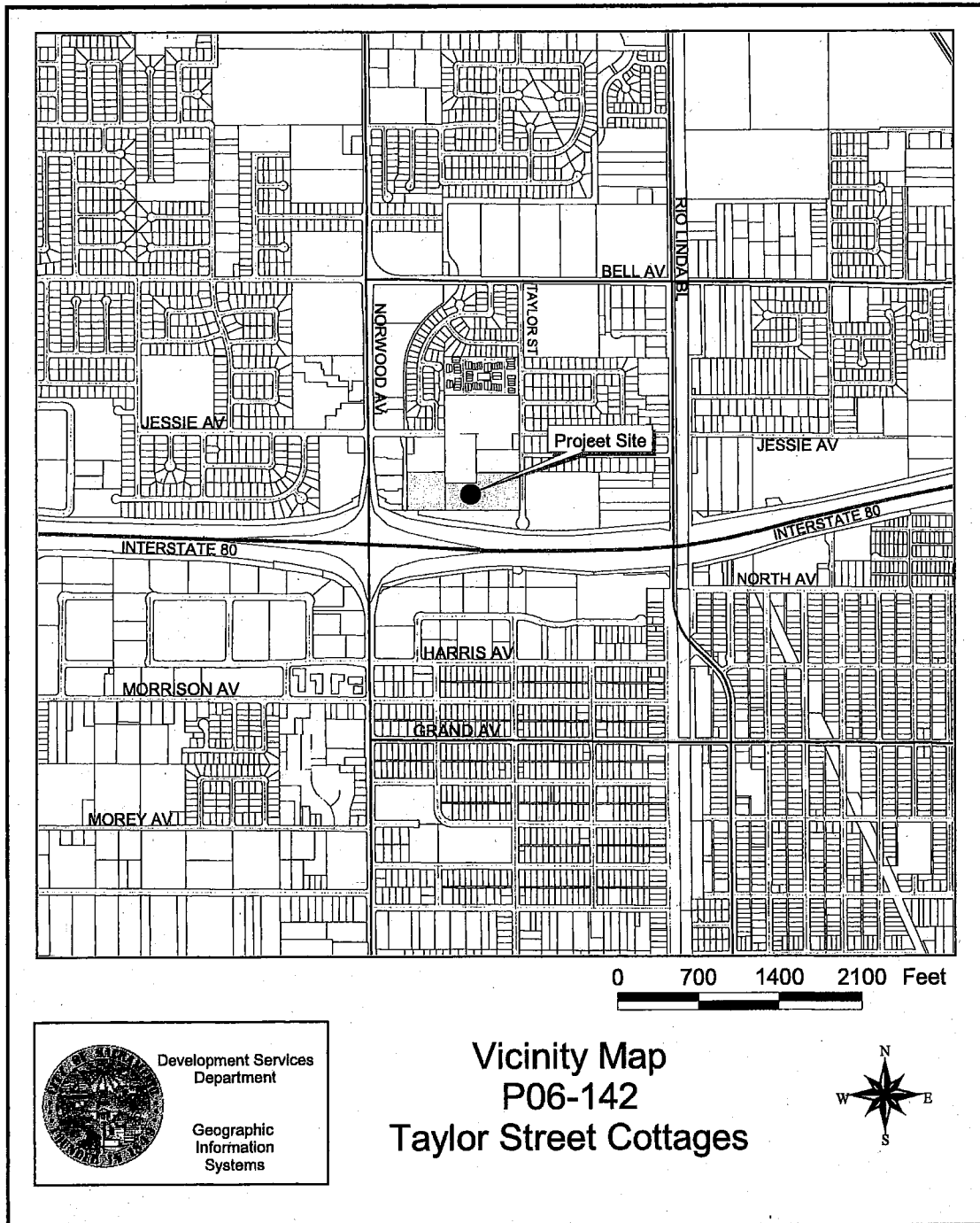

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Rochelle Hall

Printed Name

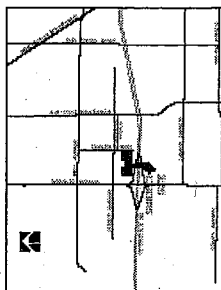
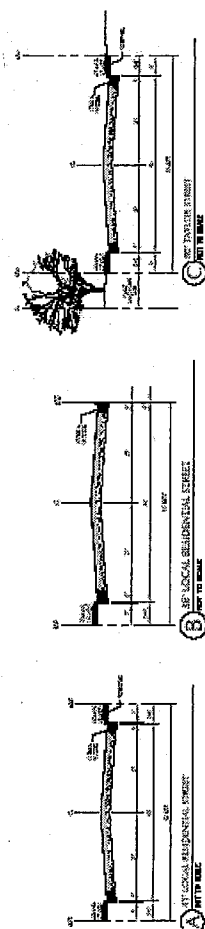
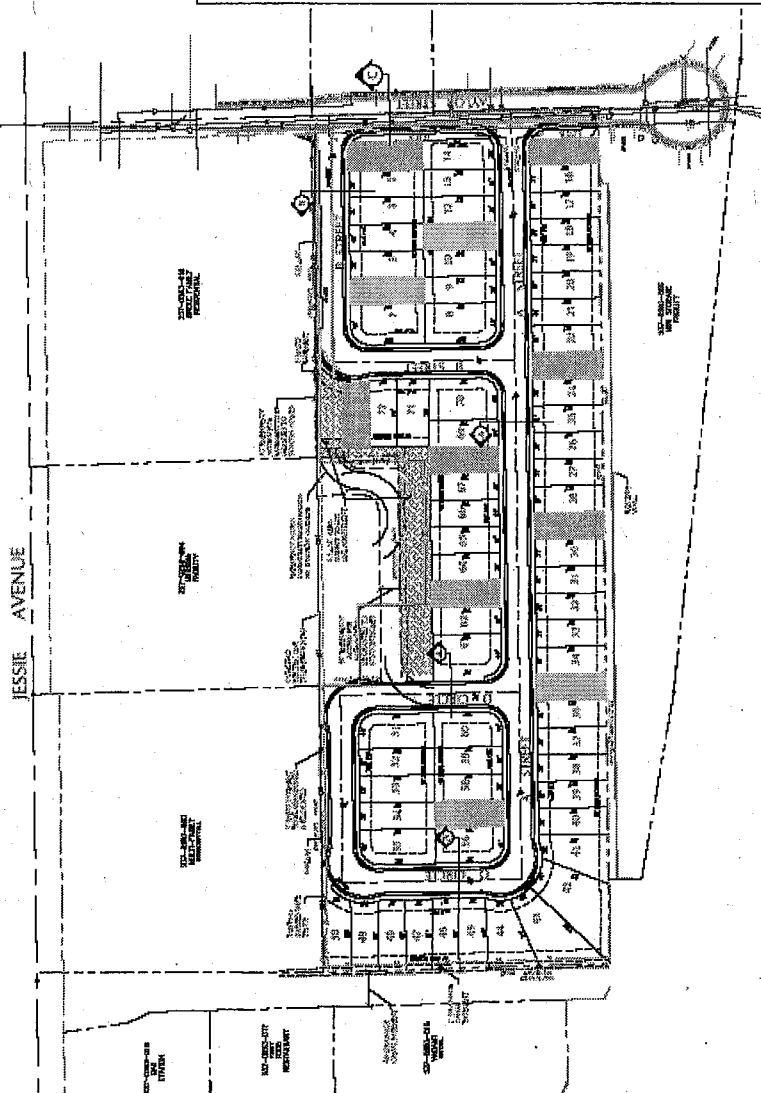
TAYLOR STREET COTTAGES (P06-142)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Attachment A
Vicinity Map



Attachment B Site Plan

TENTATIVE SUBDIVISION MAP TAYLOR STREET COTTAGES CITY OF SACRAMENTO, CALIFORNIA



VICINITY MAP

SYMBOL AND LINE TYPE LEGEND

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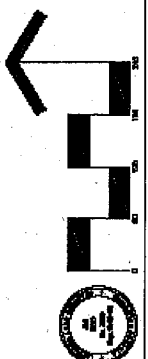
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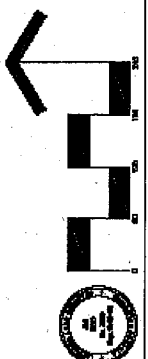
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REVISED: JANUARY 10, 2007
NOVEMBER 21, 2006
AUGUST 9, 2006



S.C. WALLACE OF CALIFORNIA, INC.
1000 J STREET, SUITE 100
SACRAMENTO, CALIFORNIA 95811
TEL: 916.441.1111 FAX: 916.441.1112
WWW.SCWALLACE.COM

MITIGATION MONITORING PLAN

FOR:

TAYLOR STREET COTTAGES (P06-142)

PREPARED BY:

CITY OF SACRAMENTO
DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL PLANNING SERVICES
ROCHELLE HALL
808-5914

TYPE OF ENVIRONMENTAL DOCUMENT:

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DATE:

February 20, 2007

ADOPTED BY:

CITY OF SACRAMENTO
PLANNING COMMISSION

DATE:

ATTEST:

TAYLOR STREET COTTAGES (P06-142) MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Blvd., Ste. 200, Sacramento, CA 95834, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name/File Number: TAYLOR STREET COTTAGES (P06-142)

Owner/Developer/Applicant: Michael Harlan
Syncon Homes
1508 Eureka Road, Suite 230
Roseville, CA 95661
Phone: (916) 772-5221

City of Sacramento Contact: Rochelle Hall, Assistant Planner
Environmental Planning Services
Development Services Dept
2101 Arena Blvd., Suite 200
Sacramento, CA 95834
Phone: (916) 808-5914

Project Location

The proposed project site is generally rectangular in shape, and is located north of Interstate-80. The site is bounded on the east by Taylor Street. Magpie Creek borders the western boundary of the project site. The project site is located on Assessor's Parcel Numbers (APN) 237-0180-012 and 237-0180-053.

Project Components

The proposed project requests to rezone approximately seven acres from Agricultural (A) to Single-Family Alternative (R-1A) and subdivide the land into 73 single-family lots and four landscape lots. Specific entitlements include:

- A. Inclusionary Housing Plan;**
- B. Rezone** two parcels totaling approximately seven acres from Agricultural (A) to Single-Family Alternative (R-1A) zone;
- C. Special Permit** to allow single-family dwellings in the Single-Family Alternative (R-1A) zone; and
- D. Tentative Parcel Map** to subdivide approximately seven acres to 73 Single-Family lots and four landscape lots in the proposed Single-Family Alternative (R-1A) zone.

SECTION 2: GENERAL INFORMATION

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

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

MITIGATION AGREEMENT

PROJECT NAME / FILE NUMBER: Taylor Street Cottages (P06-142)

OWNER/DEVELOPER/APPLICANT: Michael Harlan
Syncon Homes
1508 Eureka Road, Suite 230
Roseville, CA 95661
Phone: (916) 772-5221

I, _____ (owner/developer/applicant), agree to amend the project application P06-142 to incorporate the attached mitigation measures as identified in the Initial Study for the project. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Mitigated Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan (Plan) for this project. This Plan will be prepared by the Development Services Department, pursuant to the California Environmental Quality Act Guidelines Section 21081.6 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P06-142, would be subject to this Plan at the time the Plan is adopted. This Plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.

Signature (Owner/Developer/Applicant)

Title

Date

**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

MITIGATION MEASURE	IMPLEMENTING RESPONSIBILITY	MONITORING RESPONSIBILITY	COMPLIANCE STANDARDS	TIMING	VERIFICATION OF COMPLIANCE (INITIALS/DATE)
<p>Biological Resources: BR-1a Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.</p> <p>BR-1b If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are</p>	Applicant	City of Sacramento – Development Services Department and California Department of Fish and Game	Measures shall be included on all grading and construction plans	Measures shall be implemented prior to the issuance of grading permits and during construction activities, as specified.	

**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

<p>foraging independently and are capable of independent survival.</p> <p>BR-1c If destruction of occupied burrows is unavoidable, the applicant shall coordinate with CDFG to identify existing suitable burrows located on protected land to be enhanced or new burrows will be created by installing artificial burrows at a ratio of 2:1.</p> <p>BR-1d If owls must be relocated away from the site the applicant shall coordinate with CDFG to relocate the owls using passive relocation techniques (as described in the CDFG's October 17, 1995, Staff Report on burrowing owl mitigation, or latest version).</p> <p>BR-1e If avoidance is the preferred method of mitigating potential project impacts, then no disturbance shall occur within 160 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season (February 1 through August 31).</p> <p>Cultural Resources: CR-1a In the event that any prehistoric or subsurface archeological features or</p>	Applicant	City of Sacramento— Development Services Department and Native American Heritage	Measures shall be included on all grading and construction	Measures shall be implemented during	
--	-----------	---	---	---	--

**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.	Commission	plans	construction activities, as specified.	
<p>CR-1b</p> <p>If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources</p>				

TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN

are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.				
In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.				
CR-2 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely				

TAYLOR STREET COTTAGES (P06-142)
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<p>descendant shall work with the contractor to develop a program for re-interment 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 taken place.</p> <p>Energy E-1</p> <p>Connection to an existing natural gas line or installation of a natural gas line in a location other than a public right-of-way would require further environmental review by the City of Sacramento Environmental Planning Services division prior to the issuance of grading or construction permits by the City of Sacramento.</p> <p>Hazards Hz-1</p> <p>The 55-gallon "Chevron 15w-40 Oil" drum and its contents shall be removed from the project site and disposed of in accordance with local and state regulations. The oil drum and its contents shall be taken to a household hazardous waste collection facility or a licensed oil collection site. Such a facility and site may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the</p>	Applicant	City of Sacramento – Department of Development Services	Measures shall be included on all grading and construction plans	Prior to issuance of Grading Permit
	Applicant	City of Sacramento – Department of Development Services, California Department of Toxic Substance Control	Measures shall be included on all grading and construction plans	Prior to issuance of Grading Permit

**TAYLOR STREET COTTAGES (P06-142)
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<p>hazardous waste facility or oil collection site and present it to City of Sacramento Development Services Department.</p> <p>H2-2 The general household material, including a waste oil filter, shall be removed from the project site, and its source shall be eliminated. These household materials shall be taken to a household hazardous waste collection facility, and may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the hazardous waste facility or oil collection site and present it to City of Sacramento Development Services Department.</p> <p>H2-3 The pieces of asbestos-cement piping material and asbestos contaminated soil shall be collected and properly disposed of by a licensed asbestos abatement contractor prior to any disturbance and development of the project site. A licensed asbestos abatement contractor and may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the asbestos abatement contractor</p>	Applicant	City of Sacramento –	Measure shall	Prior to the	
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**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

<p>and present it to City of Sacramento Development Services Department.</p> <p>Hydrology H-1 The applicant shall submit an application for a Letter of Map Change (LOMC) to FEMA through the City of Sacramento. A Letter of Map Revision (LOMR) shall be sent to the City of Sacramento Department of Utilities for approval prior to the recordation of the final map and issuance of any construction permits. If the LOMR is not approved by the City of Sacramento Department of Utilities, no construction permits shall be issued for development in the AE Flood Zone.</p> <p>Noise The following noise mitigation measures, N-1a, N-1b, N-1c, and N-1d are required to achieve the City of Sacramento 60 dBA Ldn exterior noise level criterion.</p> <p>N-1a Prior to issuance of occupancy permits, a traffic noise barrier wall shall be constructed along the south property line. The wall shall be 11 feet in height, join the existing wall, continue to the property corner, and continue to the property corner, then continue along the entire westerly</p>	<p>Applicant</p>	<p>Department of Utilities</p>	<p>be included on all construction plans</p>	<p>recordation of the final map and issuance of any grading or construction permits</p>	
		<p>City of Sacramento – Department of Development Services</p>	<p>Construction plans shall incorporate the applicable noise attenuation measure and be approved by the Building Division.</p>	<p>Prior to issuance of any Final Building Permits, Certificate of Occupancy</p>	

**TAYLOR STREET COTTAGES (P06-142)
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<p>property boundary. The noise barrier shall step down linearly along the western property line, gradually decreasing in height to reach 6-feet at the north property line.</p> <p>N-1b Prior to issuance of occupancy permits, a traffic noise barrier wall shall be constructed along the westerly right-of-way of Taylor Street. The wall shall be 8 feet in height.</p> <p>N-1c All barrier heights are relative to the building pad elevation.</p> <p>N-1d Noise Barriers shall be constructed of concrete or masonry block, precast concrete, earthen berm, or any combination.</p> <p>The following mitigation measures N-2a, N-2b are required to achieve the City of Sacramento noise level standard of 45 dB Ldn interior noise level criterion.</p> <p>N-2a All second floor facades, backing Interstate 80 with line of site to that roadway, shall be constructed of stucco siding and all second floor windows of those units from which Interstate 80 is visible shall have a</p>				
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TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN

<p>minimum STC-32 rating. The STC-32 rating shall be inspected by a City of Sacramento Building Inspector prior to issuance of a framing permit.</p> <p>N-2b Air conditioning shall be included in all residences, to allow occupants to close doors and windows.</p>					
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RESOLUTION NO. 2007-246

Adopted by the Sacramento City Council

April 26, 2007

**APPROVING THE MITIGATED NEGATIVE DECLARATION AND THE
MITIGATION MONITORING PLAN FOR THE TAYLOR STREET
COTTAGES PROJECT, LOCATED ON THE WEST SIDE OF THE 4000
BLOCK OF TAYLOR STREET IN THE NORTH SACRAMENTO
COMMUNITY PLAN AREA, SACRAMENTO, CALIFORNIA.
(P06-142) (APN: 237-0180-012 & -053)**

BACKGROUND

- A. The City of Sacramento's Environmental Planning Services conducted or caused to be conducted an Initial Study on Taylor Street Cottages, P06-142 ("Project") to determine if the Project may have a significant effect on the environment.
- B. The Initial Study identified potentially significant effects of the Project which were agreed to by the applicant before the proposed Mitigated Negative Declaration and Initial Study were released for public review. Mitigation measures were determined by the City's Environmental Planning Services Division to avoid or reduce the potentially significant effects to a less-than-significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned may have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:
 - 1. On February 21, 2007 a Notice of Intent (NOI) to adopt the MND dated February 20, 2007 was circulated for public comments for twenty days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought during the twenty-day review period.
 - 2. On February 20, 2007 the project site was posted with the NOI, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.
- C. The City Council has reviewed and considered the information contained in the MND, including the Initial Study, the revisions and conditions incorporated into the Project, as well as the hearing of the Project. Comments were received

during the public review process from the United States Army Corps of Engineers; however, they did not affect the findings of the MND. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

- D. The City Council has final approval authority over the following Project entitlement:
 - 1. Rezone 6.79± acres from Agricultural (A) to Single-Family Alternative (R-1A).
- E. Pursuant to CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
- Section 2. With respect to the entitlements over which the City Council has final approval authority, the City Council adopts the Mitigated Negative Declaration for the Project.
- Section 3. Pursuant to CEQA Guidelines Section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Plan to require that all reasonably feasible mitigation measures be implemented.
- Section 4. Upon approval of the Project, the City's Environmental Planning Services Division shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to Section 21152(a) of the Public Resources Code and the State Environmental Impact Report Guidelines adopted pursuant thereto.

Table of Contents:

Exhibit A: Mitigation Monitoring Plan – 13 pages

Adopted by the City of Sacramento City Council on April 26, 2007 by the following vote:

Ayes: Councilmembers, Cohn, Fong, McCarty, Sheedy, Tretheway, and Waters.

Noes: Mayor Fargo.

Abstain: Councilmember Hammond.

Absent: Councilmember Pannell.



Mayor Heather Fargo

Attest:



Shirley Concolino, City Clerk

MITIGATION MONITORING PLAN

FOR:

TAYLOR STREET COTTAGES (P06-142)

PREPARED BY:

CITY OF SACRAMENTO
DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL PLANNING SERVICES
ROCHELLE HALL
808-5914

TYPE OF ENVIRONMENTAL DOCUMENT:

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DATE:

February 20, 2007

ADOPTED BY:

CITY OF SACRAMENTO
PLANNING COMMISSION

DATE:

ATTEST:

**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Blvd., Ste. 200, Sacramento, CA 95834, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name/File Number: TAYLOR STREET COTTAGES (P06-142)

Owner/Developer/Applicant: Michael Harlan
Syncon Homes
1508 Eureka Road, Suite 230
Roseville, CA 95661
Phone: (916) 772-5221

City of Sacramento Contact: Rochelle Hall, Assistant Planner
Environmental Planning Services
Development Services Dept
2101 Arena Blvd., Suite 200
Sacramento, CA 95834
Phone: (916) 808-5914

Project Location

The proposed project site is generally rectangular in shape, and is located north of Interstate-80. The site is bounded on the east by Taylor Street. Magpie Creek borders the western boundary of the project site. The project site is located on Assessor's Parcel Numbers (APN) 237-0180-012 and 237-0180-053.

Project Components

The proposed project requests to rezone approximately seven acres from Agricultural (A) to Single-Family Alternative (R-1A) and subdivide the land into 73 single-family lots and four landscape lots. Specific entitlements include:

- A. Inclusionary Housing Plan;**
- B. Rezone** two parcels totaling approximately seven acres from Agricultural (A) to Single-Family Alternative (R-1A) zone;
- C. Special Permit** to allow single-family dwellings in the Single-Family Alternative (R-1A) zone; and
- D. Tentative Parcel Map** to subdivide approximately seven acres to 73 Single-Family lots and four landscape lots in the proposed Single-Family Alternative (R-1A) zone.

SECTION 2: GENERAL INFORMATION

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

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

MITIGATION AGREEMENT

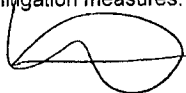
PROJECT NAME / FILE NUMBER: Taylor Street Cottages (P06-142)

OWNER/DEVELOPER/APPLICANT: Michael Harlan
Syncon Homes
1508 Eureka Road, Suite 230
Roseville, CA 95661
Phone: (916) 772-5221

I, Michael Harlan (owner/developer/applicant), agree to amend the project application P06-142 to incorporate the attached mitigation measures as identified in the Initial Study for the project. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Mitigated Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan (Plan) for this project. This Plan will be prepared by the Development Services Department, pursuant to the California Environmental Quality Act Guidelines Section 21081.6 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P06-142, would be subject to this Plan at the time the Plan is adopted. This Plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.



Signature (Owner/Developer/Applicant)

Director of Land Acquisition
Title

3.21.07
Date

**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

VERIFICATION OF COMPLIANCE			TIMING	COMPLIANCE STANDARDS	MONITORING RESPONSIBILITY	IMPLEMENTING RESPONSIBILITY	MITIGATION MEASURE
			Measures shall be implemented prior to the issuance of grading permits and during construction activities, as specified.	Measures shall be included on all grading and construction plans	City of Sacramento – Development Services Department and California Department of Fish and Game	Applicant	<p>Biological Resources:</p> <p>BR-1a Prior to issuance of grading permits, the applicant shall retain a qualified biologist to conduct preconstruction surveys of suitable burrowing owl habitat within the project site within 30 days prior to construction to ensure that no burrowing owls have become established at the site. If ground disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be re-surveyed. If no burrowing owls are located, then no further mitigation is required.</p> <p>BR-1b If located, occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by California Department of Fish and Game (CDFG) verifies through noninvasive methods that either the birds have not begun egg-laying and incubation; or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</p>

TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN

<p>BR-1c If destruction of occupied burrows is unavoidable, the applicant shall coordinate with CDFG to identify existing suitable burrows located on protected land to be enhanced or new burrows will be created by installing artificial burrows at a ratio of 2:1.</p> <p>BR-1d If owls must be relocated away from the site the applicant shall coordinate with CDFG to relocate the owls using passive relocation techniques (as described in the CDFG's October 17, 1995, Staff Report on burrowing owl mitigation, or latest version).</p> <p>BR-1e If avoidance is the preferred method of mitigating potential project impacts, then no disturbance shall occur within 160 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season (February 1 through August 31).</p> <p>BR-2 The applicant shall clearly mark the boundary of the seasonal wetland area identified in the Preliminary Jurisdictional Delineation Report (Report) for the project site (Sycamore, 2007). The area shall be avoided during project construction</p>					
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**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

<p>and operation. In the event the United States Army Corps of Engineers verifies the Report, the use restrictions on such area set forth in this Mitigation Measure shall lapse and be of no further effect. In the event the USACE determines that such area is a jurisdictional wetland, the applicant shall comply with all requirements applicable to the area as established by the USACE. Any fill of such area shall comply with the "Isolated Wetlands Waste Discharge Requirement" issued by the Regional Water Quality Control Board.</p> <p>Cultural Resources: CR-1a In the event that any prehistoric or subsurface archeological features or deposits, including locally darkened soil ("middens"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by</p>	Applicant	City of Sacramento— Department and Native American Heritage Commission	Measures shall be included on all grading and construction plans	Measures shall be implemented during construction activities, as specified.	
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**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

<p>the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p> <p>CR-1b If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who</p>				
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**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

<p>represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> <p>CR-2 If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment 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 taken place.</p> <p>Energy E-1 Connection to an existing natural gas line or installation of a natural gas line in a location other than a public</p>	Applicant	City of Sacramento – Department of Development Services	Measures shall be included on all grading and construction plans	Prior to issuance of Grading Permit	
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**TAYLOR STREET COTTAGES (P06-142)
MITIGATION MONITORING PLAN**

<p>right-of-way would require further environmental review by the City of Sacramento Environmental Planning Services division prior to the issuance of grading or construction permits by the City of Sacramento.</p> <p>Hazards</p> <p>HZ-1</p> <p>The 55-gallon "Chevron 15w-40 Oil" drum and its contents shall be removed from the project site and disposed of in accordance with local and state regulations. The oil drum and its contents shall be taken to a household hazardous waste collection facility or a licensed oil collection site. Such a facility and site may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the hazardous waste facility or oil collection site and present it to City of Sacramento Development Services Department.</p> <p>HZ-2</p> <p>The general household material, including a waste oil filter, shall be removed from the project site, and its source shall be eliminated. These household materials shall be taken to a household hazardous waste collection facility, and may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at</p>	Applicant	City of Sacramento – Department of Development Services, California Department of Toxic Substance Control	Measures shall be included on all grading and construction plans	Prior to issuance of Grading Permit	
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**TAYLOR STREET COTTAGES (P06-142)
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<p>www.1800cleanup.org. The applicant shall retain a receipt from the hazardous waste facility or oil collection site and present it to City of Sacramento Development Services Department.</p> <p>HZ-3 The pieces of asbestos-cement piping material and asbestos contaminated soil shall be collected and properly disposed of by a licensed asbestos abatement contractor prior to any disturbance and development of the project site. A licensed asbestos abatement contractor and may be found by contacting the CALEPA Hotline at 1-800-CLEANUP or online at www.1800cleanup.org. The applicant shall retain a receipt from the asbestos abatement contractor and present it to City of Sacramento Development Services Department.</p> <p>Hydrology H-1 The applicant shall submit an application for a Letter of Map Change (LOMC) to FEMA through the City of Sacramento. A Letter of Map Revision (LOMR) shall be sent to the City of Sacramento Department of Utilities for approval prior to the recordation of the final map and issuance of any construction permits. If the LOMR is not approved by the</p>	Applicant	City of Sacramento -- Department of Utilities	Measure shall be included on all construction plans	Prior to the recordation of the final map and issuance of any grading or construction permits	
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**TAYLOR STREET COTTAGES (P06-142)
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<p>City of Sacramento Department of Utilities, no construction permits shall be issued for development in the AE Flood Zone.</p> <p>Noise The following noise mitigation measures, N-1a, N-1b, N-1c, and N-1d are required to achieve the City of Sacramento 60 dB Ldn exterior noise level criterion.</p> <p>N-1a Prior to issuance of occupancy permits, a traffic noise barrier wall shall be constructed along the south property line. The wall shall be 11 feet in height, join the existing wall, continue to the property corner, and continue along the entire westerly property boundary. The noise barrier shall step down linearly along the western property line, gradually decreasing in height to reach 6-feet at the north property line.</p> <p>N-1b Prior to issuance of occupancy permits, a traffic noise barrier wall shall be constructed along the westerly right-of-way of Taylor Street. The wall shall be 8 feet in height.</p> <p>N-1c All barrier heights are relative to the</p>	Applicant	City of Sacramento – Department of Development Services	Construction plans shall incorporate the applicable noise attenuation measure and be approved by the Building Division.	Prior to issuance of any Final Building Permits, Certificate of Occupancy	
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TAYLOR STREET COTTAGES (P06-142)
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building pad elevation.				
N-1d Noise Barriers shall be constructed of concrete or masonry block, precast concrete, earthen berm, or any combination. The following mitigation measures N-2a, N-2b are required to achieve the City of Sacramento noise level standard of 45 dB Ldn interior noise level criterion.				
N-2a All second floor facades, backing Interstate 80 with line of site to that roadway, shall be constructed of stucco siding and all second floor windows of those units from which Interstate 80 is visible shall have a minimum STC-32 rating. The STC-32 rating shall be inspected by a City of Sacramento Building Inspector prior to issuance of a framing permit.				
N-2b Air conditioning shall be included in all residences, to allow occupants to close doors and windows.				