
Greenbriar

(M05-046 / P05-069)

City of Sacramento
City Council Workshop
January 8, 2008

Part 2: Environmental Issues

Presentation Topics

- Environmental Issues
 - Questions
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ENVIRONMENTAL ISSUES

- Airport Overflight
 - Flood Hazards / Flood Protection
 - Transportation
 - Biological Issues
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EIR Summary-Scope

- ❑ Transportation
 - ❑ Air quality
 - ❑ Noise
 - ❑ Utilities
 - ❑ Public Services
 - ❑ Parks/Open Space
 - ❑ Aesthetics
 - ❑ Public Health/Hazards
 - ❑ Geology/Soils
 - ❑ Hydrology/Water quality
 - ❑ Agriculture
 - ❑ Biology
 - ❑ Cultural Resources
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EIR Process-Steps

- Notice of Preparation: June 28/Re-issued July 13, 2005
 - Draft EIR: July 19, 2006
 - Recirculated DEIR: November 14, 2006
 - Second RDEIR: April 10, 2007
 - Final EIR: August 17, 2007
 - Responds to comments (environmental issues) on DEIR, RDEIR, and Second RDEIR
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Project Impacts

- ***Less-than-significant impacts with mitigation:***

- Utilities
 - Public health and hazards
 - Geology and soils
 - Hydrology and water quality
 - Biological resources
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Project Impacts

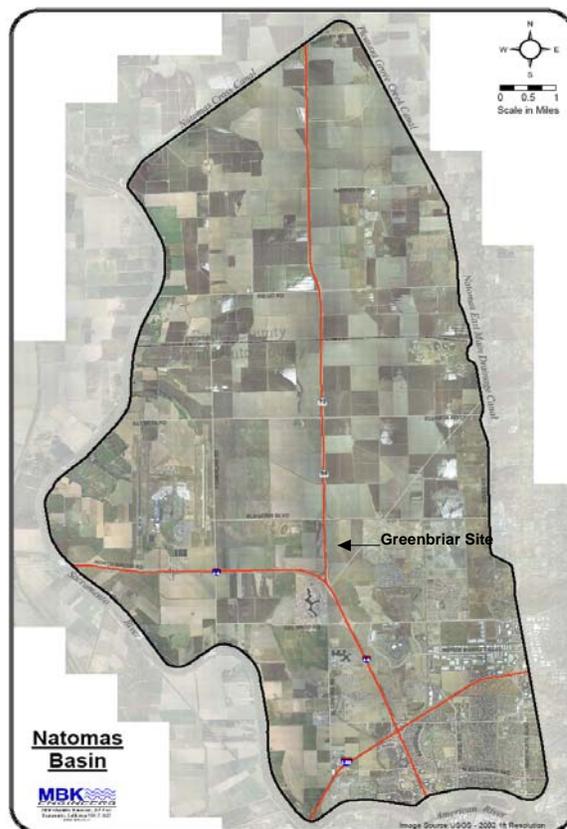
- ***Significant and unavoidable impacts:***
 - Traffic
 - Air quality
 - Noise
 - Agriculture and open space (partial offset)
 - Visual character
 - Safety hazards (ALUC override)
 - Short-term flooding (if development occurs prior to 2010 when 100-year flood protection in place)
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Project Impacts

- ***Cumulative impacts:***

- Public services - construction of new facilities (fire station, SRWTP) may result in impacts
 - Traffic
 - Air Quality
 - Noise
 - Agriculture and open space
 - Visual Character
 - Short-term flooding
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FLOOD PROTECTION



Identified Flood Risks

- Inadequate freeboard
- Underseepage
- Levee encroachments
- Channel erosion

Flood Protection

- Currently **Zone X** – no flood protection required
 - USCOE 07/26/06 letter – identifies that levees are no longer certifiable
 - 09/19 Letter from AKT – no vertical (e.g., structures) development prior to 100-year protection
 - FEMA letter 09/27 that determines Natomas Basin not eligible for A99
 - March 2008 FIRM re-designation
 - SAFCA anticipates 100-year protection by 2010
 - SAFCA anticipates 200-year protection by 2012
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Potential Flood Zone Designations

- **Zone AE:** areas where there is a 1% chance of annual flood events with little to no flood protection
 - **Zone AR:** areas protected from flood hazards where flood protection facilities are being restored
 - **Zone A99:** areas where there is a 1% chance of annual flood events protected by flood protection system where construction has reached certain milestones
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Flooding Impacts in Natomas Basin

- FEMA is in process of determining flood zone designation for Natomas Basin
 - EIR Mitigation: Require applicants to comply with development requirements of appropriate flood zone designation and contribute to funding for necessary levee improvements
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Flooding Impacts in Natomas Basin

- **Significant and unavoidable** flooding impact remains for *an interim period* if damageable structures are constructed prior to when all levee improvements for 100-year flood protection are completed
 - Applicant has agreed to not construct vertical structures prior to 100-year flood protection

 - Post-2010: **Less-than-Significant** Flooding Impact
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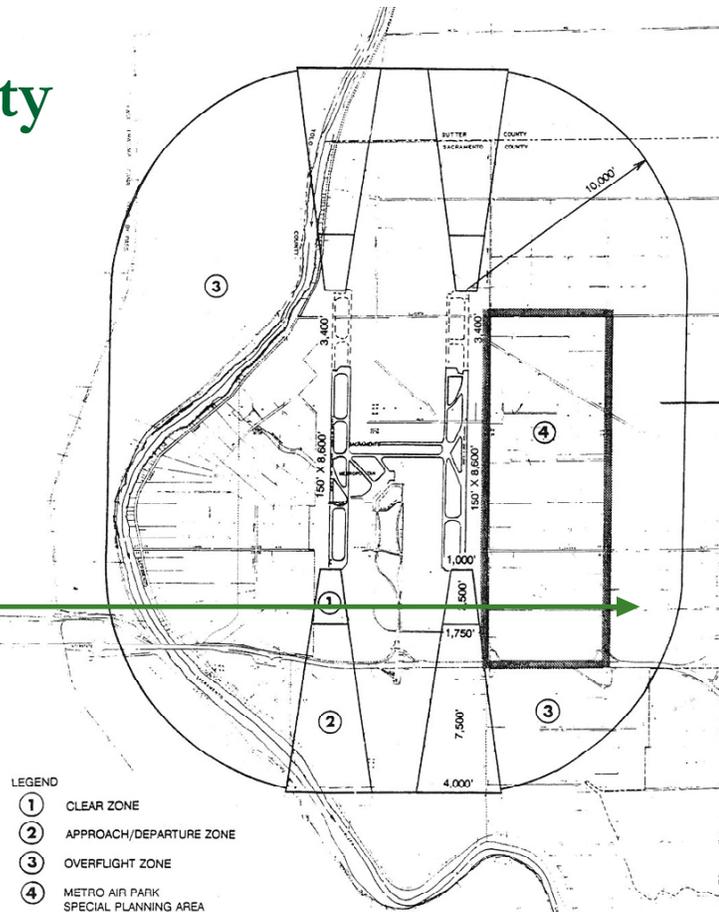
Flood Legislation

- **SB5:** Prohibits development for areas that don't have by year 2015
 - 100-year flood protection
 - A plan for 200-year flood protection
 - **AB70:** Imposes liabilities on cities who are "unreasonable" in approving projects
 - Applies only to development applications submitted after 12/31/07
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AIRPORT ISSUES

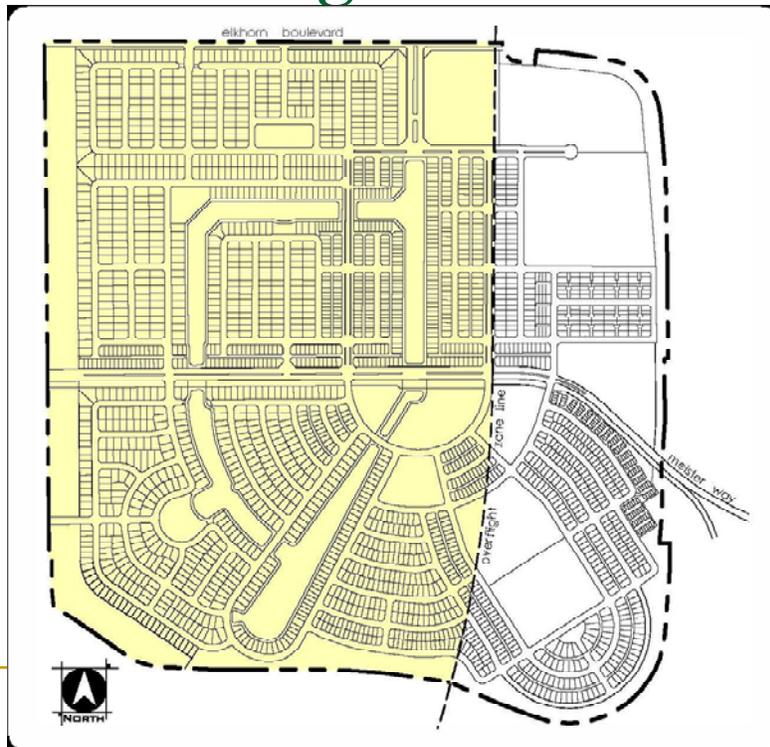
Airport Safety Zones

Greenbriar



- LEGEND
- ① CLEAR ZONE
 - ② APPROACH/DEPARTURE ZONE
 - ③ OVERFLIGHT ZONE
 - ④ METRO AIR PARK SPECIAL PLANNING AREA

Sacramento International Airport Aircraft Overflight Area



ALUC Determination

■ Project Consistency with CLUP:

Consistent Land Uses:

- Residential and commercial (at proposed project densities)
- Parks and open space (average of 25 people/acre/day not to exceed 50 people/acre/day)
- Proposed water features (ALUC defers to airport)
- Elementary school is outside of overflight zone

Land Uses that Require Override:

- Light rail station in the overflight zone may possibly exceed 50/people/acre/day
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Airport Noise Impact Summary

- City's General Plan exterior noise standard = 60 dBA CNEL
 - 60 dBA CNEL aircraft noise contour more than 1,900 feet away from western project boundary
 - Noise would be less than 60 dBA CNEL even at maximum use conditions with 3rd runway

 - No SENL standards have been established
 - Single event noise may exceed 60 dBA SENL
 - Impacts to residential uses will be ***less than significant***
 - Impacts to schools mitigated to less than significant with design features to reduce interior school noise levels

 - Applicant is proposing to dedicate an overflight easement and record deed notices for purposes of disclosing potential airport noise.
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TRANSPORTATION ISSUES

Transportation

- Project contributes to **significant cumulative impacts** on area freeways
 - Dedication of light rail corridor and construction of transit station for Sacramento Regional Transit's DNA line (estimated at \$2.3 million).
 - Mitigation requires contribution to **City's Traffic Congestion Relief Fund** to fund projects that would reduce freeway mainline congestion
 - Caltrans consulted and agree with mitigation.
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AIR QUALITY ISSUES

Toxic Air Contaminants

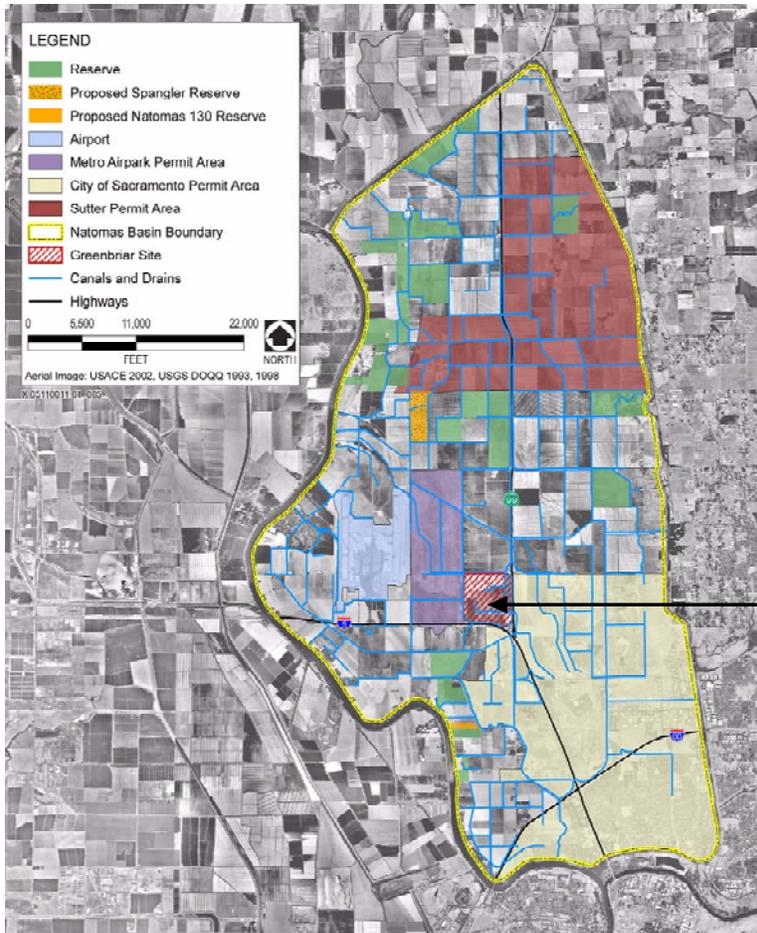
- Site adjacent to I-5 and SR70/99
 - Health Risk Assessment (HRA) completed prior to SMAQMD Protocol
 - No standard methodology
 - Examined risk over time
 - Conclusion: no significant increase in health risk over background levels
 - SMAQMD Protocol: project below threshold requiring HRA
 - This is current and preferred future approach to analysis in City
 - EIR includes design features consistent with mitigation requested by SMAQMD
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AGRICULTURAL ISSUES

Agricultural Impacts

- City does not have policies for the protection or replacement of agricultural land in General Plan
 - Project would develop 518 acres of Important Farmlands as identified by CEQA
 - **Significant Impact** under CEQA
 - Mitigation recommended implementation of Open Space Mitigation (MM 6.6-2)
 - Secure easements for open space consistent with NNJV plan requirements (1:1 mitigation ratio)
 - Portion of these lands would be agricultural lands
 - Concluded that project would partially offset agricultural impacts consistent with adopted agreements; however, impact would remain **significant and unavoidable**
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BIOLOGICAL ISSUES



Greenbriar
in context
w/
Natomas
Basin

Greenbriar

Effects on NBHCP

- NBHCP covers numerous species
 - Giant garter snake (federal and state threatened)
 - Swainson's hawk (state threatened)
 - Authorizes development on 17,500 acres
 - Requires mitigation: conservation/ enhancement on 8,750 acres (0.5:1)
 - Extensive analysis
 - Effects of Greenbriar on NBHCP conservation strategy
 - Consistency of Greenbriar with NBHCP Goals and Objectives
 - Effects on endangered and threatened species
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NBHCP Conclusions in EIR

- Project within NBHCP boundaries but not within Permit Area for take.
 - Project would develop 546 acres
 - 30.6 acres would be preserved and enhanced on-site along Lone Tree Canal
 - 265.8 acres would be preserved and enhanced at off-site reserves
 - 48.2 acres is on-site open space
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NBHCP Conclusions in EIR cont..

- An additional 49 acres of land is required to be preserved and managed for Swainson's hawk (Mitigation 4.12-1)
 - **TOTAL preserved and enhanced = 345 acres**
 - With mitigation, the project would not reduce the effectiveness of NBHCP's conservation strategy nor reduce the likelihood of attaining the goals and objectives of the NBHCP resulting in less-than-significant impacts
 - LAFCo, City, and project applicant's are in consultation with USFWS and CDFG. Applicant is preparing a separate project HCP and USFWS will prepare EIS.
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