

The original Mitigated Negative Declaration for the Arena Corporate Center Planned Unit Development (PUD) (P94-089), adopted in August 1995, evaluated the entitlements to develop employment center uses and a portion of a detention basin on 112.5 gross acres. The PUD site is located at the northwest corner of Arena Boulevard and Truxel Road.

The proposed project site of approximately 8.5 net acres is located at the southeast corner of Sports Parkway and Truxel Road, and is identified as Assessor's Parcel Number 225-0070-098. The project includes a PUD Schematic Plan Amendment to designate multi-family residential use in the Arena Corporate Center PUD; a Plan Review to construct a 240-unit apartment complex; a Special Permit to exceed the allowable 25% residential use within the Arena Corporate Center Planned Unit Development lying within the specific area bounded by the East Drain, I-5, Del Paso Road and Arena Boulevard.

The proposed project would generate lower vehicle trips than previously analyzed in the Arena Corporate Center Mitigated Negative Declaration. The new entitlements for the proposed project are within the scope of analysis of the previously approved entitlements and evaluation and would not result in any new potential environmental impacts or any more severe impacts than those previously evaluated, identified and proposed to be mitigated in the original Arena Corporate Center PUD Mitigated Negative Declaration (P94-089). The addendum provides additional information and evaluation, none of the new information and evaluations would trigger a need for a Subsequent Mitigated Negative Declaration.

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

Minor changes from the Arena Corporate Center PUD Mitigated Negative Declaration (P94-089) include language from the North Natomas Habitat Conservation Plan (NBHCP), noise and air quality thresholds of significance. The changes that have occurred do not require major revisions of the previous Mitigated Negative Declaration. All of the new information and evaluations are considered to be technical changes and do not include any new impacts that have not already been discussed in the previous Mitigated Negative Declaration.

*Natomas Basin Habitat Conservation Plan:* The proposed project was required to participate in the 1997 Natomas Basin Habitat Conservation Plan (NBHCP) as mitigation to the impact on Biological Resources in the Natomas Basin. Based on federal court ruling on August 15, 2000 the NBHCP and Incidental Take Permit (ITP) were invalidated. On May 15, 2001, in a federal court ruling, a settlement agreement was attained which granted a motion modifying the court order to allow incidental take protection for limited development within the City of Sacramento with the provision of mitigation land in specific areas of the Natomas Basin. On May 13, 2003, the City of Sacramento, United States Fish and Wildlife Service (USFWS) and California Fish and Game (CDFG) approved the revised Natomas Basin Habitat Conservation Plan (NBHCP) an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). On June 27, 2003, the USFWS issued an Incidental Take Permit based on the approved NBHCP and EIR/EIS. The City was issued a CDFG 2081 permit on July 19, 2003. The proposed project is required to comply

with the mitigation measures set forth in the NBHCP, as discussed in the previous Mitigated Negative Declaration for the Arena Corporate Center PUD (P94-089).

The NBHCP mitigation requirements include:

- B-1** Payment of Natomas Basin Habitat Conservation Plan fees or dedication of land at the ratio of 0.5 acre to 1 acre.
- B-2** A wetland delineation shall be submitted to the Army Corps of Engineers (ACOE) for verification of connectivity to jurisdictional waters under ACOE regulations.
- B-3** Pre-construction surveys for burrowing owls. Occupied burrows shall not be disturbed between February 1 and August 31 (breeding season). Results of the pre-construction survey along with recommended take minimization measures shall be documented in a report and submitted to the City of Sacramento, U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG). If species are found during the breeding season, suitable buffers shall be provided around nests. A relocation plan shall be submitted to the USFWS and CDFG if relocation is permitted.

No breeding or nesting habitat for Swainson's hawk occurs on or directly adjacent to the Arena Seniors project site. Pre-construction surveys for Swainson's hawk are not required. The fee payment identified above is considered sufficient mitigation for the loss of potential foraging habitat for the species with the project site. The required surveys have been, or will be, conducted.

*Light Transit and Noise:* Regional Transit Light Rail is proposed to be built adjacent to the northeast side of the project site by 2030. The project proposes a community building and pool area. Light Rail noise levels at outdoor activity areas would not exceed the City of Sacramento standard of 60 Ldn. Light Rail noise levels at the site are expected to exceed the City of Sacramento standard 45 Ldn for residential interiors. Typical façade designs and constructions in accordance with prevailing industry practices would result in an exterior to interior noise attenuation of 20 to 25 dB with windows closed. The following mitigation would reduce the noise levels to a less than significant level.

- N-1** Exterior facades facing the Light Rail tracks must be finished with stucco or brick siding.
- N-2** Windows and glass entry doors on the facades of the units adjacent to and facing the Light Rail tracks shall have a sound transmission classification (STC) rating of at least 35.
- N-3** Air conditioning or other suitable mechanical ventilation must be provided to the units adjacent to the light Rail tracks and Alhambra Boulevard to allow residents to close windows for the desired acoustical isolation.

*Air Quality:* The Sacramento Metropolitan Air Quality Management District designed the modeling tool (URBEMIS 9.2.4) to estimate the short-term (construction) and long-term (operational) emissions. The Arena Corporate Center Mitigated Negative Declaration (P94-089) did not include this modeling tool, because it had not yet been created. Based on URBEMIS 9.2.4 modeling tool, the proposed project Air Quality emissions are shown below.

<b>Project Type: 240-Unit Affordable Senior Housing Complex</b>	<b>Estimated Emissions (Pounds per day)</b>	
	<b>ROG</b>	<b>NOx</b>
Construction 2007	9.03	61.28
Construction 2008	284.28	57.95
Operational	18.40	16.38

Estimated emissions from construction and development of the proposed project are lower than the significance threshold of 85 pounds per day of NOx for short-term effects. Operational emissions from the proposed project are lower than the significance threshold of 65 pounds per day of NOx and ROG for long-term effects. The proposed project would have a less than significant impact on air quality.

The above technical changes do not include any new impacts that have not already been discussed in the previously Mitigated Negative Declaration. Mitigation measures originally adopted are still effective and applicable to the proposed project, except as revised in this addendum.

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

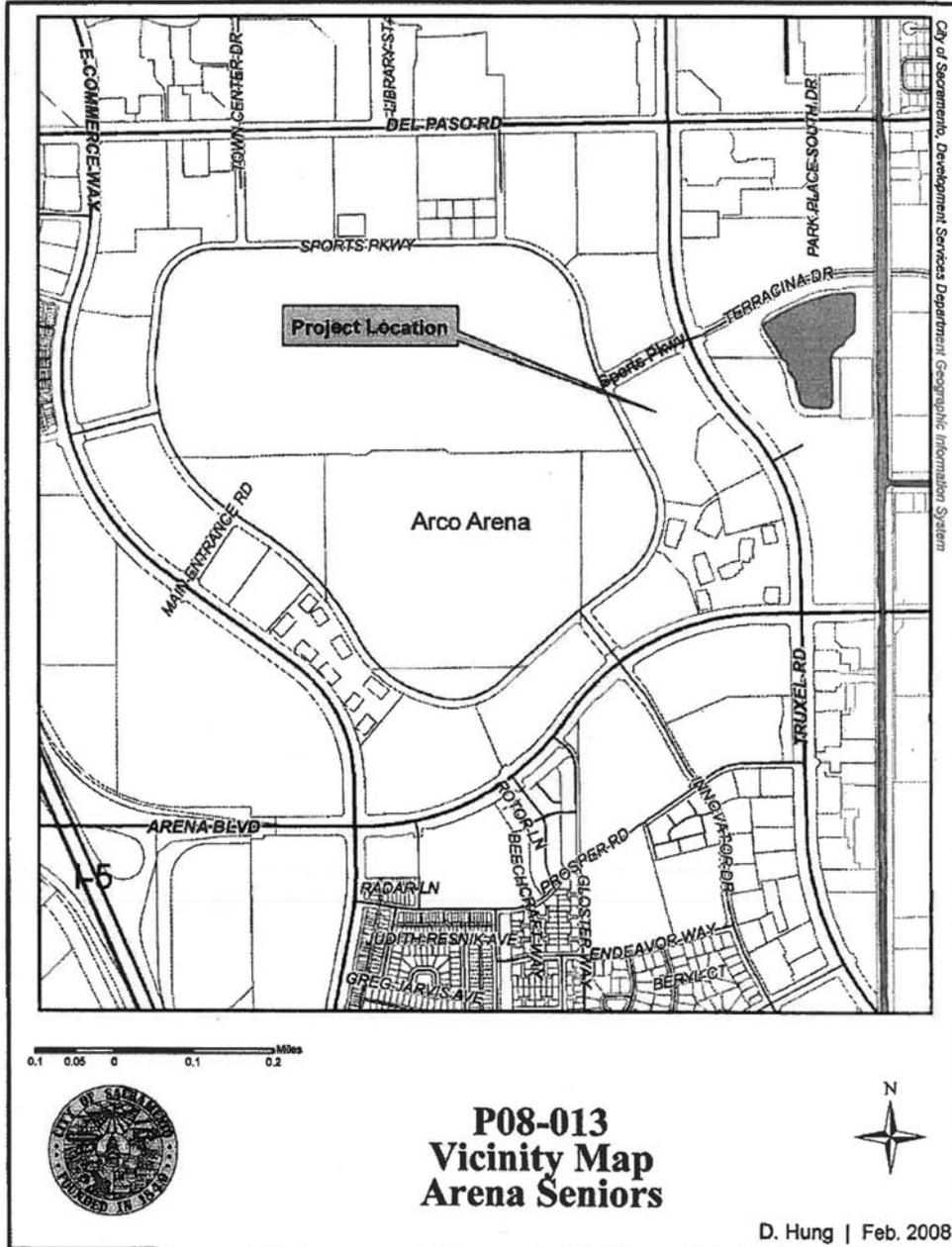
The current project proposes similar actions for the same geographic area as was evaluated in the Mitigated Negative Declaration. No new information of substantial importance to the consideration of the environmental effects of the project, as referenced in the CEQA Guidelines, has been identified.

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

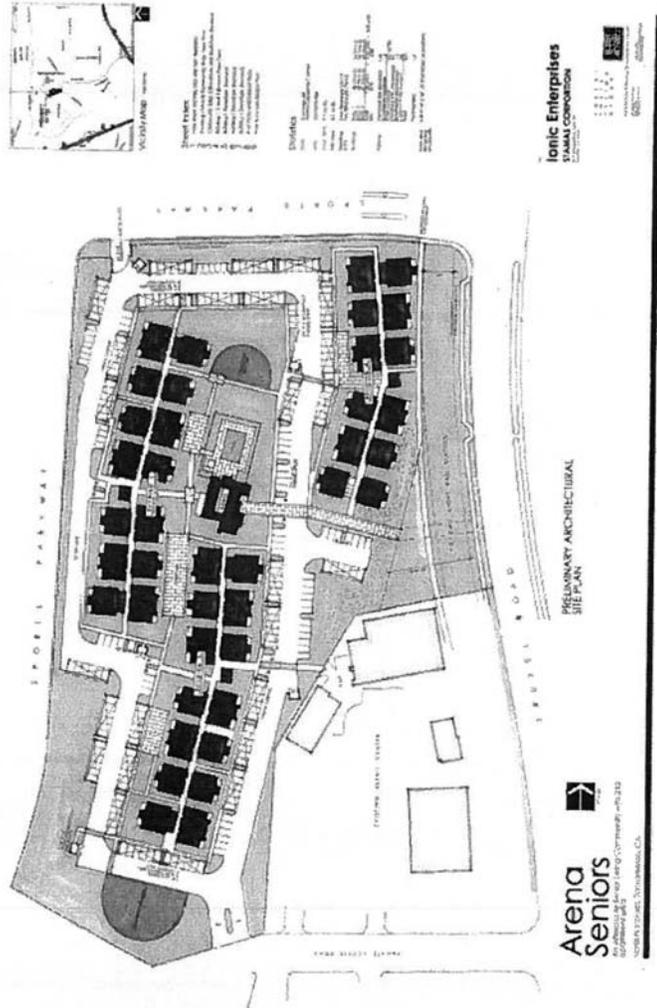
**Attachments:**

- A) Vicinity Map
- B) Site Plan
- C) Mitigated Negative Declaration (P94-089)

Attachment A  
Vicinity Map



**Attachment B  
Site Plan**





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1. 1986 North Natomas Community Plan Environmental Impact Report (86 NNCP EIR)
2. Supplement to the 1986 NNCP EIR for the 1994 North Natomas Community Plan (NNCP SEIR)
3. Mitigation Monitoring Plan for the 1994 North Natomas Community Plan
4. Transportation Evaluation of the North Natomas Composite Plan - September 18, 1992, Prepared for the City of Sacramento by Kittelson and Associates
5. 1994 North Natomas Community Plan (NNCP)
6. North Natomas Financing Plan
7. North Natomas Development Guidelines
8. Arena Corporate Center PUD Draft Guidelines
9. Arena Corporate Center Infrastructure Framework Plan

South Natomas Impacts

Paragraph 13 of the North Natomas Settlement Agreement states that:

In order to properly consider the significant direct and indirect impacts of North Natomas development on South Natomas, the City and Council agree that all initial studies, negative declarations, and EIR's concerning development in North Natomas shall address specifically all potentially significant impacts on South Natomas, including any

All impacts identified in each environmental section will be followed with an evaluation of its significance on the South Natomas Community.

Project Description

Vail Engineering, Inc., on behalf of Sanwa Bank, has submitted an application to the City of Sacramento's Planning and Development Department for the necessary entitlements to develop employment center uses and a portion of a detention basin on the subject site (see Attachment 3). The total project area is 112.5+ gross acres (91.50+ net acres) (see Attachment 4). The 1994 North Natomas Community Plan land use designation is Employment Center-40 (40 employees per net acre) (EC-40), EC-80, and Detention Basin. The site is currently zoned Manufacturing, Research and Development-20-Planned Unit Development (MRD-20-PUD), MRD-50-PUD, and Standard Single Family-PUD (R-1-PUD). A Special Permit is required prior to any development of the site.

The applicant is proposing to subdivide six lots into 23 lots consisting of one 7.55+ acre lot for EC-80 uses (80 employees per net acre), 19 lots of EC-40, ranging in size from 1.37 to 18.91 acres, three lots for EC commercial, and one detention basin, incorporated within two of the EC-40 lots. The more intense EC-80 lot is proposed near the Sports Complex light rail station to optimize transit ridership. The subject site is organized by development sites with several proposed lots in each development site.

The site has proposed access points from Truxel Road, Arena Boulevard, and East Commerce Way. Access to the EC lots are proposed off the private driveway "stubs" but no access to the EC lots is proposed from the private internal loop street.

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## ENVIRONMENTAL EFFECTS

### 1. EARTH

The North Natomas study area is located within the Sacramento Valley which is a part of the larger Great Central Valley. The Great Central Valley is a deep trough that extends 400 miles from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The Sacramento Valley is drained by the Sacramento River and its tributaries, which flow south and west toward San Francisco Bay (NNCP DEIR, K-1).

The surface deposits in the North Natomas study area consist of Quaternary age gravels, silts, sands, and clay deposited along stream channels, natural and man-made levees, and in alluvial basins. Hydraulic mining of gold-bearing deposits during the 1800's increased the sediment load carried by the rivers. Subsequently, large amounts of coarse, unweathered sediments were deposited downstream. The surface soils in the North Natomas study area have developed on alluvial deposits under the semi-arid conditions of the Sacramento Valley. Under natural conditions, all of the soils would be periodically flooded, but the construction of dams and levees has reduced the flooding. The differences in soils are due mainly to the differences in parent material, drainage, and topography (86 NNCP DEIR, K-1).

The soils in the study area have developed on alluvial deposits, on natural levees, and within the floodplain of the Sacramento River. The deposits consist of a thick sequence of sands, silts, and clays of varying thickness and lateral distribution. Deposits may occur in pockets (or lenses) or in abandoned stream channels within more extensive layers. Relative shrink-swell potential is variable within each soil type and depends upon the amount and type of clay present in any specific area (86 NNCP DEIR, K-4). The project area includes the following soil types: Clear Lake Series, Cosumnes Series, Capay Series, and others (86 NNCP DEIR, Exhibit K-3). Clear Lake Series soils are poorly draining soils developed in a basin; they are clayey and clayey loam, often underlain by a hardpan layer, and usually have a high shrink-swell potential. Cosumnes Series soils are deep, well-drained soils composed of clay loam, sandy loam, and silty loam with low shrink-swell potentials. Capay Series soils form in small pockets on floodplains and basin rims; they are clay loam, with very slow permeability, and potentially expansive.

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

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic, soils, or seismic hazards by allowing the construction of the project on such a site without protection against those hazards. Prior to issuance of building permits, the City Planning and Development Department requires a site-specific soil investigation (including detailed analyses of surface and subsurface conditions, per UBC Code) for individual structures proposed for development. The information from this soil investigation is then incorporated into the site-specific engineering and seismic designs for the proposed structures as required by the Planning and Development Department. Satisfaction of these Planning and Development Department conditions is required prior to the issuance of building permits. If the potential for geologic, soils, or

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seismic hazards exists on the site, the Planning and Development Department will require that the UBC standards be met in order to ensure proper design to mitigate potential impacts.

Thus, for the purposes of this environmental analysis, the potential for a significant geology, soils, and seismic impact created by construction of the project has been substantially lessened by the use of regulatory requirements. Therefore, the City does not recognize a significant impact in the areas of geology, soils, and seismicity.

## NORTH NATOMAS IMPACT:

The above regulatory provisions are expected to reduce any geology, soils, or seismic impacts to a less-than-significant level.

## SOUTH NATOMAS IMPACT:

A less-than-significant geology, soils, or seismic impact is expected in South Natomas.

## 2. AIR

## Setting - Air Quality

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

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

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

The 1986-2006 SGPU DEIR identified urban emission sources as the primary source for existing air quality problems (Z-6). The document states that federal air quality standards for Ozone and Carbon Monoxide (CO) are being exceeded several times per year in Sacramento County. Sacramento is a non-attainment area for ozone, carbon monoxide (CO) and PM-10 (particulate matter 10 microns or smaller in size). Ozone levels and localized carbon monoxide increases in the Sacramento region resulting from traffic associated with the SGPU buildout represent unavoidable significant adverse impacts (SGPU EIR, Z-60 and Z-67). A Statement of Findings and Overriding Considerations was adopted by the City Council for the 1986-2006 SGPU. Specific ozone, carbon monoxide (CO),

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and PM-10 impacts are discussed below.

Vehicles associated with the project will produce those emissions that contribute to regional ozone and localized CO air quality impacts. Traffic originating within the NNCP area produced one (1) percent of the City generated traffic emissions in 1986, and is expected to generate 10.5 percent at SGPU buildout (SGPU EIR, Z-16, Z-61). The highest predicted worst case 8-hour average CO concentrations are in the range of 7-15 ppm (parts per million) at the intersection of I-5 and I-80. The highest predicted worst case 1-hour average CO concentrations are in the range of 10-22 ppm at the same location (SGPU EIR, Z-68). The federal and state standards for CO are as follows:

Carbon Monoxide Standards

Federal	State	PPM
8-hour	8-hour	9
1-hour	-	35
-	1-hour	20

The net increase in regional emissions of carbon monoxide and reactive organic gases (ROG's), which contribute to ozone, are described as being significant environmental effects (86 NNCP FEIR, pg. 24). The City Council found that these emissions are significant environmental effects that would arise from the cumulative development of North Natomas in the absence of appropriate and feasible mitigation measures.

The 1986 NNCP EIR, certified in 1986, identified three mitigation measures related to air quality: 1) Implement requirements for the Air Quality Plan (Air Quality Mitigation Strategy) for new developments; 2) Implement transportation control measures such as incentives for ride-sharing, transit, and bicycle use; and 3) Implement land use measures which would reduce number of vehicle trips. Such measures include mixed land uses which provide housing within walking distance of employment centers and development of housing with prices compatible with the salary structure of major local employers. (NNCP DEIR pg. B-21-24) The project will be required to submit an Air Quality Mitigation Strategy (AQMS) and Transportation Systems Management (TSM) Plan in compliance with those measures. Also, the project, as proposed, promotes a mixture of land uses by developing within a mixed use Employment Center and by being located within close proximity to proposed residential and commercial uses and transit services to the south.

The 1994 NNCP SEIR sets forth additional air quality mitigation measures. The requirement of implementing an AQMS and a TSM Plan was restated as well as the following guiding policies that serve as mitigation measures:

- Development in North Natomas shall comply with the Federal and the California Clean Air Acts. (NNCP pg.48)
- Structure the community and each development to minimize the number and length of vehicle trips. (NNCP pg. 48)
- Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicles, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler. (NNCP pg. 38)
- Provide commercial sites at transit stations/stops to make it easier for transit riders to shop on their commute rather than making a separate trip. (NNCP pg. 25)