

p94-089 Arena Corporate Center PUD

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)

P94-089 Arena Corporate Center PUD

The ability of the project to comply with these measures is discussed below in the Project Related Impacts.

The rapid growth and expansion experienced by the City of Sacramento over the past few years have contributed to the increased demand on our local transportation systems. This increased demand has resulted in traffic congestion, greater traffic volumes, and declining air quality. In an effort to mitigate the negative aspects of this increased demand, the City of Sacramento has enacted two Transportation Systems Management (TSM) Ordinances. The purpose of TSM is to provide more efficient utilization of existing transportation facilities.

The Transportation Systems Management (TSM) Element and the required detailed Air Quality Mitigation Element of the North Natomas Community Plan were found to substantially lessen all the significant and potentially significant air quality impacts resulting from development of the North Natomas Community Plan area. The TSM element establishes a goal of 35 percent reduction in peak hour vehicle trips to assist in achieving an adequate level of service on North Natomas arterials. The Air Quality Mitigation Element establishes a community-wide goal of a 35 percent reduction in traffic and other related ROG's to assist in achieving and maintaining federal ozone standards.

Project Related Impacts

Transportation Systems Management (TSM Strategy): The proposed project will have an impact on existing air quality, with regard to increased automobile emissions. To reduce this impact, the proposed project will be required to implement Transportation Systems Management (TSM) strategies. These strategies make the maximum use of the existing transportation systems, thus reducing the need for or delaying construction of new transportation facilities. TSM strategies work in several ways: 1) to reduce the number and length of vehicle trips; 2) to spread traffic throughout the day; or 3) to improve traffic flows. TSM measures are also intended to reduce air pollution levels. The TSM plan is a city-wide requirement per the City Zoning Ordinance, Section 6-E. The applicant may select from a menu of options that, used collectively, will reduce peak hour trips by at least 35 percent. These options include bike lockers and showers, carpool/ vanpool incentives, transit incentives, and others. A corresponding CO reduction would also be associated with the trip reduction for the project site. (Please see Section 13, Transportation and Circulation).

Air Quality Mitigation Strategy: Also, all development in the North Natomas Community Plan area is required to submit a project-wide Air Quality Mitigation Strategy to reduce the ROG emissions generated by the community. The North Natomas Community Plan contains an Air Quality Mitigation Strategy which requires that projects in North Natomas be planned and developed in a way that reduces the community's reliance on single-occupant vehicles. Three types of measures are included in the strategy: 1) site design, 2) target area, and 3) community wide. An example of a site design measure is the orientation of the building(s) to promote transit use. A target area measure might include the reduction in parking allowed because the site is located within 1/4 mile of a light rail station. And a community-wide measure might include provision of a shuttle system or formation of a Transportation Management Association (TMA) for the community.

The City Planning and Development and Public Works Departments, with help from the Sacramento Metropolitan Air Quality Management District (SMAQMD), will verify that a 35 percent community-wide reduction in projected ROG emissions will result from successful implementation of the Air Quality Mitigation Strategy. All new residential development must reduce ROG emissions by a minimum of 20 percent compared to the single occupant vehicle baseline. And all non-residential development must reduce ROG emissions by a minimum of 50 percent compared to the single occupant vehicle baseline (NNCP SEIR). Promotion of electric, other zero-emission, and low-emission vehicle use is part of the Air Quality Mitigation Strategy. This NNCP requirement is in addition to the citywide requirement that all new non-residential developments prepare a Transportation Systems Management (TSM) Plan.

P94-089 Arena Corporate Center PUD

Mixture of Land Uses: Per the 1986 NNCP EIR, a mixture of land uses is viewed as a benefit to reducing air quality because fewer trips may need to be made between activity centers. The proposed project is within an Employment Center which allows a mixture of uses within the zone: office, light industrial, retail, and residential. Off-site residential uses are proposed adjacent to the site south of Arena Boulevard. A neighborhood commercial site is proposed to be located just south of the site at the corner of Truxel Road and Arena Boulevard. And, two proposed light rail stations are close by: 1) the Sports Complex station located along Truxel just north of the site and 2) a village station located within the neighborhood commercial center just to the south.

Reduce Trips, Direct Street Routing and Ped/Bike/Low Emission Network: The Guiding Policies of the 1994 NNCP indicate that air quality can be improved by: 1) structuring each development to reduce trips, 2) providing direct street routing and ped/bike/transit linkages, and 3) providing commercial services at light rail stations. To accomplish these improvements, the project and PUD guidelines shall ensure that buildings are close to the street, buildings are oriented toward transit, and pedestrian links to the residential neighborhood to the south will be provided.

Particulate Matter-10: Development of the site may result in short term particulate impacts. The Sacramento City Code (SCC, Article 9) states that any person who has been issued a building permit shall take responsible precautions to prevent and control movement of dust created by work activities. If a project is in violation of this article, the Building Official may order the work to be stopped (Sections 9.381, 9.382). Enforcement of these sections under the SCC will ensure that there is a less-than-significant PM-10 air quality impact.

Because the applicant must comply with these regulations and mitigation measures included in the NNCP EIR and SEIR pertaining to air quality, a less-than-significant air quality impact is anticipated by the project.

NORTH NATOMAS IMPACT:

The TSM Plan required for the project is expected to result in a minimum 35 percent decrease in peak hour vehicle trips compared to the single occupant vehicle baseline. The Air Quality Mitigation Strategy required for the project is expected to result in a minimum 35 percent community-wide (50 percent project-wide) decrease in Reactive Organic Gas (ROG) emissions when measured against the baseline conditions and promote electric, other zero-emission, and low-emission vehicle use. These decreases in trips and emissions, mixture of land uses, transit friendly site design, and construction management practices are expected to reduce the proposed project's contribution to project specific and cumulative air quality impacts below a level of significance.

MITIGATION:

Mitigation Measure #1: The applicant shall comply with the NNCP's requirement to prepare an Air Quality Mitigation Strategy that reduces ROG emissions by 50 percent project-wide.

SOUTH NATOMAS IMPACT:

The TSM/ Air Quality measures required for the project are expected to result in a minimum 35 percent decrease in community-wide peak hour vehicle trips and a minimum 35 percent community-wide decrease in Reactive Organic Gas (ROG) emissions when measured against the baseline conditions. Construction management practices related to reducing PM-10 are expected to reduce the impacts of PM-10 on South Natomas. These measures are expected to reduce the proposed project's air quality impacts on South Natomas below a level of significance.

3. WATER

P94-089 Arena Corporate Center PUD

Water Service: The City of Sacramento has the ability and the capacity to serve the proposed project site with water.

Flood Protection: The proposed project is located in an area of the City determined to have less than 100-year flood protection. Implementation of the project will therefore expose people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (the "Policy") (M89-054) adopted by the City Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy are applicable to the proposed project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento. This document is appended to the Program EIR available through the Department of Planning and Development (see Land Use Section 8).

The Policy requires that non-residential development in the Natomas area must meet the building restrictions for non-residential structures to reduce property damage as stated in the attached Findings. Building permits may be issued in connection with the Project only if the applicant ensures that any permitted new construction complies with specific flood-related design restrictions set forth in Article XXVII of Chapter 9, of the Sacramento City Code. As set forth in the Findings, no additional flood-related mitigation measures applicable to the Project have been required.

AR Zone: standard language?***

Anticipated Ground Water Impacts

Ground water conditions may impact development of the site depending upon when construction is planned. Water levels in the Natomas East Main Drainage Canal and beneath the site are influenced by seasonal weather conditions. Buried structures such as underground fuel tanks may be subjected to buoyancy forces that must be considered in design. If underground tanks are needed for the proposed project, the future tenants shall be required to obtain an underground tank permit from the County of Sacramento (Sacramento County Code No. 0716). In this instance, the City's Fire Department will conduct site visits to ensure that permitting requirements are followed (Sacramento City Ordinance No. 88-012).

Seasonal Water

If earthwork is undertaken during the winter or spring months, the upper soils likely will be saturated due to the topography and the impervious nature of the shallow subsurface soils. Grading operations should be scheduled to avoid fill construction during this period as soils may be too saturated to be properly compacted; also, equipment access most likely will be impeded.

Drainage

The proposed project would increase the runoff volumes generated by the property. The impervious surfaces of buildings and parking lots would require an on-site storm drain system which would deliver runoff from the site to the detention basin and canal. The on-site detention basin, Detention Basin #5, will be used to detain storm water

P94-089 Arena Corporate Center PUD

runoff on site until the flows can be slowly drained to the existing East Drain. With the detention basin, the East Drain can accommodate the runoff volumes. Adequate drainage, coordinated with all other property owners within the Detention Basin #5 area, must be provided to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

The proposed project is expected to have a less-than-significant water impact.

MITIGATION:

Mitigation Measure #2: A Drainage Agreement coordinating the provision of stormwater drainage with all the property owners must be executed prior to recordation of the Master Parcel Map. An adequate stormwater drainage plan shall be designed to the satisfaction of the City Utilities Director prior to recordation of the Master Parcel Map. Construction of the drainage facilities shall be commenced prior to issuance of a building permit. Construction of the drainage facilities shall be completed prior to issuance of a certificate of occupancy for any building on the site.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant impact on the South Natomas Community.

4/5. PLANT AND ANIMAL LIFE

The following information on biological resources in the project area is based upon literature reviews, a review of the California Natural Diversity Database (CNDDB), consultations with the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS), a field survey conducted by PAR Environmental Services, Inc., letters from PAR Environmental Services and the United States Army Corps of Engineers to David N. Mohlenbrok, and a Wetland Delineation Report for the Northgate Marketplace (see Other Project Studies #'s 3, 4, 5, and 14).

The project site consists of vacant land containing a few stands of introduced trees and shrubs. Many of these trees and shrubs are fruit-bearing species, and may be remnants of an orchard. The soil at the southern one-third of the site has been disced, and the rest of the property's groundcover consists of non-native grassland. The project site is of moderate value to wildlife and overall, supports a relatively low density and diversity of wildlife.

The present annual grassland reflects a history of agricultural conversion, as the dominant herbaceous plant species are not native to California. Common non-native herbaceous plants found on the site include yellow starthistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arvensis*), wild barley (*Hordeum leporinum*), cocklebur (*Xanthium strumarium*), and other ruderal and invasive plant species typical of disturbed, urban open space.

Woody vegetation found in the annual grassland consists mostly of non-native trees and shrubs, believed to be associated with the former residence on the project site. Some of the tree species include boxelder (*Acer negundo*), common fig (*Ficus carica*), black walnut (*Juglans nigra*), and Fremont's cottonwood (*Populus fremontii*). There are approximately twenty-five trees located on the project site. Projects are evaluated by the City on a case-by-case basis to determine required mitigation for tree loss or damage, regardless of species or size. The City Arborist has surveyed all of the trees on the project site and has evaluated them according to health, size, type, and location. Primarily because of their condition, the City Arborist has recommended that the developer may save or remove all of the trees on this site at his/her discretion.

P94-089 Arena Corporate Center PUD

The riparian woodland along the Natomas East Main Drainage Canal is valuable to birds because the complex three-dimensional habitat provides food, water, shelter, roosting, and nesting opportunities for many avian species. Common yellowthroats (*Geothlypis trichas*) and yellow warblers (*Dendroica petechia*) were observed by the biological consultant among the willows along the channel. Human-tolerant species such as American crows (*Corvus brachyrhynchos*), western meadowlarks (*Sturnella neglecta*), and Brewer's blackbirds (*Euphagus cyanocephalus*) frequent the site, foraging in grasses and roosting in trees. About 10 great blue herons (*Ardea herodias*) and a red-shouldered hawk (*Buteo lineatus*) were observed roosting in the trees along the canal on September 28, 1990. The site supports a large population of California ground squirrels (*Spermophilus beecheyi*). Ground squirrel colonies supply predators such as hawks and snakes with an important food source. Overall, however, the site supports a relatively low density and diversity of wildlife.

Of greater biological significance than the project site itself is the wildlife habitat along the Natomas East Main Drainage Canal, which forms the eastern border of the subject property for a length of about 1,200 feet. During the rainy season, high water is contained within a 400-foot wide plain surrounded by steep-banked, 30-foot high levees. During the dry season, water meanders within the confines of the two levees, but a well defined channel (25+ feet wide) has been cut along the east side of the canal floor. A riparian forest is growing along this channel, composed of Fremont cottonwoods (*Populus fremontii*), and well-developed stands of willow trees and shrubs (*Salix* species). Dense associations of emergent monocots (cattails and tules) line the banks of the channel.

The riparian woodland associated with the canal is also important to predatory mammals such as gray foxes (*Urocyon cinereoargenteus*) which hunt and migrate along the riverine corridor, and omnivorous mammals such as opossums (*Didelphis virginiana*) and raccoons (*Procyon lotor*), who forage along the canal for small fish and mammals, crayfish, tadpoles, and carrion. Western pond turtles (*Clemmys marmorata*) bask on the banks of the canal and retreat to water when disturbed. Fish and amphibians in the canal provide potential prey for the endangered giant garter snake (*Thamnophis couchi gigas*).

Special Status Plants

A botanical survey of the project site was conducted as part of the PAR Environmental Services, Inc. survey. The survey indicated that the plant diversity on the project site is low compared to the habitats which existed in North Natomas prior to the conversion of most of the land to agriculture. It was indicated that the majority of the plant species identified on the project site were introduced weeds and grasses.

Based on field surveys, data search, and literature searches, biologists from PAR Environmental Services determined that there was the potential for four special status species at the project site. These species were the Boggs Lake Hedge-Hysopp (*Gratiola heterosepala*), Palmate-bracted Bird's Beak (*Cordylanthus palmatus*), California Hibiscus (*Hibiscus californicus*), and Downingia (*Downingia humilis*). All four of these species are associated with wetland or vernal pool habitat types. A survey for these species was conducted by Dr. Steven Towers of PAR Environmental Services, Inc. in September and October of 1990. The results of the field survey indicated that none of the four special-status plant species occurred on the project site and therefore development of the site would create a less-than-significant impact on special status plants.

Special Status Animals

Giant Garter Snake (*Thamnophis couchi gigas*). The giant garter snake is designated a Threatened species by the California Department of Fish and Game (CDFG). Recently, the US Fish and Wildlife Service (USFWS) changed the designation of the snake to a federally Threatened species. During the active season (generally March through October), these snakes bask on stream banks or drape on emergent and streamside vegetation. The giant garter snake is very aquatic, and will quickly retreat to water when alarmed. They feed on carp, bullfrogs, and other fish and amphibians. The snakes spend the winter in dormancy, inhabiting cracks and burrows above the high water line.

P94-089 Arena Corporate Center PUD

Giant garter snakes would not commonly occur on the project site, but they have been recorded in the Natomas East Main Drainage Canal and in its tributary canals (CNDDDB, 1990). Giant garter snakes probably live in the canal and some of its tributaries; other tributaries may be used only as dispersal corridors. The canal adjacent to the project site is excellent giant garter snake habitat, and it is possible that snakes use the levees of the canal as basking habitat and use abandoned ground squirrel burrows as a place to hibernate during the winter months. Impacts to the Giant Garter Snake would be less-than-significant because the proposed project does not directly impact the canal or its western levee.

Swainson's Hawk (*Buteo swainsonii*). The Swainson's hawk is listed as Threatened by the CDFG, and as a Category 3C Species by the USFWS. This hawk typically nests in oaks or cottonwoods in or near riparian areas (Schlorff and Bloom, 1984). Swainson's hawks prefer nesting habitats that provide nearby foraging grounds of grasslands, irrigated pasture, alfalfa, hay, and wheat crops. The nesting season of the Swainson's hawk extends from late March through mid-July. Swainson's hawks have become almost entirely dependent on annual grassland and crops such as alfalfa for foraging habitat in California. Most of the native grasslands which formerly provided foraging habitat have been eliminated by agriculture and urbanization.

Several Swainson's hawk nests have been reported west of the project site on the Sacramento River (CNDDDB, 1990). No Swainson's hawks were observed on or near the project site. Swainson's hawks usually leave their nesting territories and foraging grounds in the Central Valley and begin migrating toward South America in September (Estep, pers. comm.), so the survey dates were not ideal for detecting this species. However, the project site lacks suitable nesting and foraging habitat. The site does not contain good nesting trees for the hawks, nor does it support good foraging habitat, partially due to the fact that the site is surrounded by existing commercial development.

Black-shouldered Kite (*Elanus ceareuleus*). The black-shouldered kite is listed as a Fully Protected Species by the CDFG. This raptor usually nests in oaks and willows, and forages for small rodents on agricultural lands and grasslands. In the winter, black-shouldered kites often roost communally in stands of trees or orchards. The black-shouldered kite is a non-migratory resident of the North Natomas Community Plan area. Communal roosts are given special consideration by the California Department of Fish and Game when reviewing project impacts. The closest communal roosting site was observed in the willow-cottonwood woodland at the southern end of Fisherman's Lake. Groups of up to 34 individuals were observed roosting in large willows and cottonwoods along Fisherman's Lake on four dates during the 1984 survey for the NNCPEIR and by the Department of Fish and Game. This project does not impact that roosting site.

A black-shouldered kite was observed roosting in a walnut tree on the study site on September 28, 1990. It repeatedly left the tree to hunt by hovering and kiting over the canal levee, returning to the tree between forays. The kite retreated to the riparian woodland along the canal when disturbed by the observer. The loss of the foraging area provided by the project site is not considered significant given the availability of large stands of woodland foraging area elsewhere in the Natomas area. Furthermore, the landscape plan for the proposed project calls for a landscape buffer along the eastern boundary of the site adjacent to the canal. These trees, when grown, will provide additional roosting areas for the kite.

Burrowing Owl (*Athene cucularia*). The CDFG lists the burrowing owl as a Species of Special Concern. Burrowing owls are semi-fossorial, nesting in abandoned ground squirrel burrows and hunting on agricultural lands and grasslands. The burrowing owl is a non-migratory resident of the project area.

Several colonies of burrowing owls in the vicinity of the project site have been reported to CNDDDB (1990), but no burrowing owls were observed on the property during the wildlife surveys. The site is suitable for burrowing occupancy because of the numerous ground squirrel burrows on the property and bordering levee, and because of the

p94-089 Arena Corporate Center PUD

foraging opportunities provided by the vacant lot.

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*). The valley elderberry longhorn beetle is listed as Threatened by the USFWS. This insect is entirely dependent on elderberry shrubs (*Sambucus* species) for reproduction and feeding (USFWS, 1984). No elderberry shrubs were found on the surveyed property, indicating that the valley elderberry longhorn beetle does not occur on the project site.

Northwestern Pond Turtle (*Clemmys marmorata*). The CDFG lists this species as a Species of Special Concern and the USFWS lists it as a Candidate Category 2 Species. Permanent, or nearly permanent bodies of water, including irrigation ditches, lakes, and streams are inhabited by the pond turtle. Mats of floating vegetation, rocks, open mud banks, or partially submerged logs are required as basking sites by this species. The pond turtle normally hibernates between November and February. Eggs are laid by females between March and August in a band near the water's edge or occasionally in fields up to 300 feet from the nearest water (Behler and King, 1979). No evidence of northwestern pond turtle nesting was evident on the project site during the 1990 or 1992 site visits (see Other Project Studies # 3, 4, and 5).

A less-than-significant impact on special status animals is anticipated given the large areas of habitat area located elsewhere in the Natomas area and the fact that no nesting or communal roosting sites will be removed by the proposed project.

Jurisdictional Wetlands

PAR Environmental Services, Inc. was hired to perform a wetlands delineation on the proposed project site. The investigation conducted by PAR Environmental Services indicated that there is a total of 0.10 acres of jurisdictional wetlands located on the project site, just north and adjacent to the Cargo Court turnoff from Northgate Boulevard. Due to the jurisdictional wetlands on the project site totaling less than one acre in size, the applicant is not required to obtain a permit from the Army Corps of Engineers to fill this wetland. A letter from the Army Corps of Engineers explains that the work is authorized under the Nationwide Permit Number 26 which approves the placement of fill material in wetlands for an area under one acre. The letter goes on to state that an individual Department of the Army permit is not required (Please refer to Other Study # 14).

When an area has been identified as containing seasonal wetlands, there is typically a concern for special-status species that may reside in the seasonal wetlands. These species include Vernal Pool Fairy Shrimp, California Linderiella, Longhorn Fairy Shrimp, Vernal Pool Tadpole Shrimp, and California Tiger Salamander. Due to the high degree of habitat disturbance and poor quality of the seasonal wetlands, it is very unlikely that these species occur on the project site (PAR Environmental Services, Inc.). Therefore, a less-than-significant impact on wetlands is expected by the project.

NORTH NATOMAS IMPACT:

The impact of the proposed project on plants and animals is considered less than significant due to the availability of larger woodland areas in the Natomas area suitable for habitat, any on-site wetlands are less than one acre in size, and special status plants do not occur on the site.

MITIGATION:

Mitigation Measure #***: The applicant shall participate in the Natomas Basin Habitat Conservation Plan, once adopted.

P94-089 Arena Corporate Center PUD

SOUTH NATOMAS IMPACT:

The impact of the proposed project on plants and animals is considered less than significant in the South Natomas Community.

6. NOISE

This noise section discusses: 1) off-site, external noise as it impacts the operations of the project and 2) any increases in noise caused by the project as either a temporary impact of construction or long term change of use.

External Noise Impacts on Project

External noise sources that may impact the site include: 1) airport noise from either McClellan Air Force Base or Sacramento Metropolitan Airport; 2) noise from nearby Interstate-5 and other major streets; 3) noise from the proposed light rail line along Truxel Road; and 4) noise from adjacent land uses.

Noise generated by airports does not affect the project site. The project site is not within the 60 CNEL noise contours of the Sacramento Metropolitan Airport Comprehensive Land Use Plan (CLUP). The project site is not within the currently adopted 65 CNEL noise contours of the McClellan Air Force Base CLUP. The McClellan CLUP is currently undergoing revision. The site is not located in the draft 65 CNEL noise contours for the revised CLUP.

Noise generated by Interstate-5, Truxel Road, Arena Boulevard, and East Commerce Way is identified in 1994 NNCP EIR Exhibit 4.6-4. Due to the proposed office building's distance from I-5 (3,500+'), Truxel Road (1,200+'), and East Commerce Way (2,000+'), noise generated by traffic on these routes will not have an impact on the project site (based on Table 4.6-4 of the NNCP SEIR). Table 4.6-4 indicates that buildings fronting along Arena Boulevard (Stadium Boulevard) within 126 to 271 feet from the roadway centerline would be subjected to 60-65 dB from noise generated by traffic on Arena Boulevard. The proposed building falls within this category. The Noise Element of the City of Sacramento General Plan Update provides land use compatibility guidelines for community noise levels. These guidelines indicate that a normally acceptable land use compatibility criterion of 65 dB Ldn for exterior noise levels at the building facades of office buildings, business commercial and professional land uses. Therefore, the proposed office building's noise exposure falls within the normally acceptable range, and no significant impact is generated.

Office uses that are proposed for development surrounding the Sports Complex may be impacted by noise from the existing arena and proposed stadium uses to the north. However, office development is not considered a sensitive receptor, as most major events at the stadium are anticipated to occur in the evenings after normal office hours. Since residential development is not proposed as a part of the subject application, a detailed acoustical study is not required.

Noise Impacts of the Project on the Community

Because the project site is currently vacant, there are no major on-site sources of noise. At present, there are no sensitive noise receptors (residential areas, hospitals, schools) located adjacent to the project site. The closest existing residential uses to the project site are located 7,000 feet to the northeast at Valley View Acres and 5,000 feet south along San Juan Road. The closest proposed residential uses are located adjacent to the site south of Arena Boulevard.

P94-089 Arena Corporate Center PUD

During project construction, the operation of heavy equipment will result in temporary noise increases. However, no sensitive noise receptors are currently located adjacent or in close proximity to the site. The impact of noise from construction is anticipated to be a temporary one. Noise associated with construction activities is regulated by the Sacramento City Code, Chapter 66.

The proposed use of the site is offices, support retail, and a detention basin in a mixed use employment center setting. After construction, the operations of the employment center uses are not anticipated to generate any noise other than traffic generated by the uses. The offices and other employment center uses, both during construction and during operations, are anticipated to generate a less-than-significant noise impact.

NORTH NATOMAS IMPACT:

Development and operation of the employment center uses is anticipated to create a less-than-significant short term and long term noise impact.

SOUTH NATOMAS IMPACT:

Development and use of the proposed project site is anticipated to create a less-than-significant noise impact on the South Natomas Community.

7. LIGHT AND GLARE

The area surrounding the site is relatively flat and is being converted from agricultural to urban uses. Lighting details are not known at this time. However, the City's Zoning Ordinance (Section 6-D-6) provides assurances that off-street parking lighting, if provided, shall reflect away from residential areas and public streets.

No buildings are proposed with this application. Before any building can be approved, a Special Permit must be obtained. During the review of the Special Permit request, the potential for glare from the proposed building will be analyzed.

NORTH NATOMAS IMPACT:

The proposed project is anticipated to create a less-than-significant light and glare impact. Proposed future development will be analyzed for light and glare impacts prior to Special Permit approval.

SOUTH NATOMAS IMPACT:

The project is located anticipated to create a less-than-significant light and glare impact on the South Natomas Community.

8. LAND USE

The proposed project site is designated in the Sacramento General Plan Update as Mixed Use and Water. The 1994 North Natomas Community Plan (NNCP) designates the site as Employment Center and Detention Basin. The Employment Center is a mixed use designation intended for primary employers, like office uses, as well as limited amounts of retail, residential, and light industrial uses. The Detention Basin is one of nine detention basins within the NNCP area. The site is currently zoned Manufacturing, Research and Development-50-planned Unit Development (MRD-50-PUD), MRD-20-PUD, and Standard Single Family (R-1-PUD).

P94-089 Arena Corporate Center PUD

Proposed Uses

The applicant is requesting a Rezone of 112.5+ gross acres from the current MRD-50-PUD, MRD-20-PUD, and R-1-PUD zones to Employment Center-40-PUD, Employment Center-80-PUD (where the number designates the number of employees per net acre) and Limited Commercial-PUD (C-1-PUD). The 1986 NNCP designated a civic site on the subject site and the site was rezoned to R-1-PUD. The civic site, and consequently the need for an R-1-PUD zone, was deleted in the 1994 NNCP. The applicant is also requesting a PUD Designation and development guidelines for the 112.5+ gross acres to be known as "Arena Corporate Center PUD"; a Master Parcel Map to subdivide six lots into 23 lots; and a Development Agreement. The master parcel map is proposed to include 23 lots, consisting of one 7.55+ acre EC-80 lot; 19 EC-40 lots ranging in area from 1.37 to 18.91 acres; and three EC commercial lots ranging in area from 1.71 to 2.78 acres. A 6.2+ acre portion of the 10.2+ acre Detention Basin #5 is located on-site and is proposed to be incorporated within two of the EC-40 lots. The proposed land uses are consistent with the General Plan and 1994 NNCP land use designations.

An approved Special Permit will be required prior to construction of any building on the site.

NORTH NATOMAS IMPACT:

The proposed project is expected to have a less-than-significant impact on land use.

SOUTH NATOMAS IMPACT:

The proposed project is not expected to create any land use changes in the South Natomas community. A less-than-significant land use impact is expected.

A99 Flood Zone

The overflow of water onto land which is not generally covered by water is known as flooding. There are three main factors that could lead to flooding in Sacramento. These are river induced flooding, rainfall induced flooding and seismic induced flooding. Although these potential flood hazards are similar in nature, they differ in terms of what areas are directly affected and what measures can be taken to minimize the risk of flooding.

A General Plan goal for flood hazards is to "protect against flood related hazards wherever feasible." An established policy to implement this goal is to "prohibit development of areas subject to unreasonable risk of flooding unless measures can be implemented to eliminate or reduce the risk of flooding."

The proposed project is located within an area of the 100-year floodplain designated as Zone A-99 on the Sacramento Community's Official Flood Insurance Rate Map dated November 15, 1989. Under applicable provisions of the Sacramento City Code new development is permitted on the project site provided that building permit applicants, by agreement with the City, assume the risk of all flood-related damage to any permitted new construction, agree to notify subsequent purchasers of the flood risk, and ensure that any new construction complies with City-imposed design restrictions aimed at reducing the risk of flood-related property damage and personal injury.

The risk of flooding associated with new developments in the Natomas area is a potentially significant impact. The following policy assures that the project is consistent with the land use goals and policies set forth in the SGPU, resulting in a less-than-significant impact.

p94-089 Arena Corporate Center PUD

Until the City Council determines by resolution, based on information provided by the US Corps of Engineers, that the levee stabilization project in the Natomas area is complete or will be completed prior to the commencement of the next flood season, the following policy shall apply:

1. No building permits may be issued in connection with the Project for the construction of any new nonresidential structure or for the substantial improvement of an existing nonresidential structure accepted for plan check after April 15, 1990, unless such structures comply with the flood-related design restrictions set forth in Article XXVII of Chapter 9 of the Sacramento City Code.

NORTH NATOMAS IMPACT:

The proposed project is anticipated to result in a less-than-significant impact on land use.

SOUTH NATOMAS IMPACT:

The proposed project will not create a significant land use impact on the South Natomas community.

9. NATURAL RESOURCES

Future development of the site will result in the loss of those natural resources associated with the construction of facilities associated with office, support retail and other developments. The development is not expected to substantially increase the rate of use of natural resources, or the depletion of nonrenewable resources.

No buildings are proposed with this application. Future construction of any building on this site requires an approved Special Permit. Recycling programs for all future buildings will be analyzed during the Special Permit review process.

NORTH NATOMAS IMPACT:

The proposed project is expected to result in a less-than-significant impact on natural resources.

SOUTH NATOMAS IMPACT:

The proposed project will not create a significant impact on natural resources within the South Natomas community.

10. RISK OF UPSET

If hazardous materials are to be used on site, the user will be required to submit a Hazardous Material Survey to the City's Building Official and Fire Department per the requirements of Assembly Bill No. 3205. This survey is intended to serve as a full disclosure document regarding hazardous chemicals that will be used to determine other permitting requirements for the business (pers. comm. Elaine Clarke, City Planning and Development Department). The following is an overview of the regulatory provisions in place that could apply to development where hazardous materials are used. Please see Human Health- Section 17 for an overview of the Phase I Toxics Study for this project.

Hazardous Substance Storage and Use

The design of hazardous chemical storage facilities are regulated by Chapter 9 of the Uniform Building Code - 1991 Edition (as adopted by the City of Sacramento). Chapter 9 regulations are directed towards appropriate building

P94-089 Arena Corporate Center PUD

design to assure adequate containment measures are included in building construction. In addition, Chapter 9 also contains regulatory provisions for mechanical features such as building ventilation.

Article 79 of the Uniform Fire Code (UFC)- Edition 1991 (as adopted by the City of Sacramento) regulates the storage and use of flammable and combustible liquids, as well as providing regulatory provisions for service stations (underground tanks as well as above ground dispensers). In addition to Article 79 of the UFC, Article 80 of the UFC regulates drainage, spill control, and containment of hazardous materials for industries. The applicants will also be required to obtain permits per requirements in Article 4, Section 4.108 of the UFC for any proposed fueling stations and storage of hazardous materials on project site. Any proposed fueling station will also be regulated by City Ordinance 88-012 and County Code No. 0716, which regulate the underground storage of hazardous substances.

The businesses associated with the site, if handling hazardous substances, may also be required to submit a Business Plan to the City of Sacramento's Fire Department. Per the requirements of Assembly Bills No. 2185 and 2187, Business Plans relating to the handling and release, or threatened release of hazardous materials are required. The contents of the plan will include, but are not limited to, the following items for every hazardous substance used: 1) material safety data sheet, 2) EPA waste stream code, 3) maximum amount used over the course of a year, 4) information on how and where the chemicals are handled, 5) Emergency Response Plan and Procedures, 6) Employee Training Program, and 7) Site and Facility Maps (City of Sacramento Business Plan Requirements).

In addition to the Business Plan, Assembly Bill No. 3205 requires businesses to submit a Risk Management and Prevention Program (RMMP) to the City for those hazardous substances and associated quantities included in Table 1 of the Risk Management and Prevention Program developed by the State of California (Nov. 1989). The RMMP, developed by a certified engineer, is to specify how the facility will handle hazardous substances, as well as other technical toxic information (pers. comm. Bill McNairnie, Sacramento Fire Department).

In addition to other regulations, any proposed wash facilities on the site will be required to follow the regulations in the Uniform Plumbing Code - 1991 Edition (as adopted by the City of Sacramento). Chapter 7, Section 7.10 identifies requirements for the development of wash water filtering systems.

NORTH NATOMAS IMPACT:

The above regulatory provisions are expected to reduce the risk-of-upset to a less-than-significant level.

SOUTH NATOMAS IMPACT:

A less-than-significant risk-of-upset impact is expected in South Natomas.

11/12. POPULATION AND HOUSING

Between 1975 and 1989, the population in the North Natomas area increased by 31%. This, however, is not remarkable when the actual figures reveal that housing increased from 178 dwelling units in 1975 to 334 dwelling units in 1989. The adopted 1986 North Natomas Community Plan states that a 66 percent jobs/housing ratio shall be achieved in the City portion of the North Natomas Community Plan area. The number of employees and dwelling units must be calculated and monitored over the build out of the Community Plan area, such that the built out plan area meets the goal of 66 percent.

Jobs/ Housing Ratio: The 1994 NNCP designates the site as Employment Center (EC) and Detention Basin (DB). The EC designations include EC-40 and EC-80 with 40 and 80 employees per net acre, respectively. The EC-80 lot

P94-089 Arena Corporate Center PUD

is located near the proposed Sports Complex light rail station to promote transit ridership. EC-40 building square footage is estimated at 350 square feet per employee and EC-80 building square footage is estimated at 250 square feet per employee. As proposed, the EC-80 lot generates 519 employees and 130,000+ square feet of employment center uses. The EC-40 lots generate 2,961 employees and 1.04+ million square feet of employment center uses. The C-1 lots generate 180 employees and 72,000+ square feet of retail uses. The total number of employees generated by the project site is 3,660. The NNCP projected 3,590 employees for the site. There is no impact of this project on the projected 70 percent jobs/housing ratio for the City portion of the NNCP.

Housing Trust Fund: The North Natomas Housing Trust Fund, outlined in the City Zoning Ordinance, Section 33, was established for the purpose of increasing the supply of housing units located within the North Sacramento Community Plan area. The Housing Trust Fund fee requirement applies to all non-residential development in the North Natomas Community Plan area. The fees are calculated based on the square footage of the building multiplied by a land use factor. For the proposed project, assuming a land use factor of 81 cents per square foot for retail or office, the projected 1.242 million square feet of uses will pay an estimated total of \$1,006,000 in Natomas Housing Trust Fund fees. These fees will be used to increase the housing supply in North Sacramento Community Plan thereby reducing expected housing impacts of this project to a less-than-significant level.

On May 3, 1994, when the City council adopted the NNCP, they modified the calculation of Housing Trust Fund fees for North Natomas non-residential projects. In the 1986 NNCP non-residential developers were required to pay a specific Natomas Housing Trust Fund fee that would increase housing units in North Sacramento to decrease potential impacts of North Natomas development on North Sacramento housing stock. Because of the building restrictions on North Natomas residential building and the increase in North Sacramento housing over the last few years, in the 1994 NNCP, it was justified that non-residential developers should pay the Citywide Housing Trust Fund fee to assist in the provision of affordable housing throughout the City, but specifically within the area from which the fees were generated. If the developer was required to pay City wide fees, the estimated cost would be \$1,215,180. based on 72,000 square feet of commercial at 79 cents per square foot and 1.17 million square feet of office at 99 cents per square foot. The issue of paying Natomas or Citywide fees is still being revisited and will be determined at the time of building permits. Either way, the developer will pay Housing Trust Fund fees which will reduce housing impacts to a less-than-significant level.

NORTH NATOMAS IMPACT:

The residential development restrictions on housing in the North and South Natomas Community Plan areas due to the flood issue are expected to be short term impacts. A less-than-significant population/housing impact will be expected due to the short term nature of the housing restrictions, a less-than-significant impact on the jobs/housing ratio, and the fact that commercial developers will be required to pay into the North Natomas Housing Trust Fund to alleviate expected housing impacts.

SOUTH NATOMAS IMPACT:

See discussion under North Natomas Impact.

13. TRANSPORTATION AND CIRCULATION

The proposed project consists of 7.55 gross acres of EC-80 uses, 98.79 gross acres (minus 6.2 acres for detention basin and 6.12 acres for canal ROW) of EC-40 uses, and 6.97 gross acres of C-1 uses. The Arena Corporate Center PUD site is located at the northwest corner of Arena Boulevard (North Market Boulevard) and Truxel Road.

Setting

P94-089 Arena Corporate Center PUD

The project site would be served by four facilities in the existing roadway network. A description of these is provided below.

Interstate 5 (I-5) provides regional north-south access to the project site. This freeway intersects with Del Paso Road at a partial clover-leaf interchange.

Arena Boulevard (North Market Boulevard) is currently a 6-lane major arterial providing east-west access to the project site from Northgate Industrial Park in the County to the east. The road currently terminates at East Commerce Way on the western end and Northgate on the eastern end.

Truxel Road (Arco Arena Boulevard) is a major arterial providing north-south access to and from the North Natomas area and the Arco Arena (south). Currently, the road terminates at the southern end just north of I-80. An interchange is proposed at Truxel and I-80 as well as linking the road with Truxel Road in South Natomas. The road currently terminates on the northern end at Del Paso Road. Truxel Road is indicated in the NNCP as connecting north to Elkhorn Boulevard. For the portion between I-80 and Del Paso Road, Truxel Road runs parallel to and adjacent to the proposed light rail transit alignment.

East Commerce Way (Relentless Drive) is a major arterial providing north-south access to and from the North natomas area and the Arco Arena (south). Currently, East Commerce is provided from Del Paso Road to Arena/ North market Boulevard to serve the existing Arco Arena. As indicated in the NNCP, East Commerce Way is projected to link Elkhorn Boulevard to the north to San Juan to the south.

These roadways were sized in the adopted NNCP to adequately serve the Sports Complex, both arena and stadium, and the employment center uses encircling the Sports Complex.

Site Access

The project site generally encompasses the area between East Commerce Way and Truxel Road along the north side of Arena Boulevard. Access to the Sports Complex is provided by five private driveways; one each on Del Paso Road, Truxel Road and Arena Boulevard and two along East Commerce Way. Access to the project site will be limited to driveways off the private Arco Arena driveways and restricted driveway access along Arena Boulevard, East Commerce Way and Truxel Road. Through reciprocal access agreements, a driveway along East Commerce Way, Arena Boulevard, or Truxel Road may serve several EC lots. Driveways along East Commerce, Arena, and Truxel will be limited due to the street width and traffic speeds. Driveways along Truxel will be further limited because of the proposed light rail alignment, as well as the size and speed of the road.

Required Improvements

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Impacts and Mitigation

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In the City of Sacramento, a significant traffic impact (intersection or segment) occurs when: 1) the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, or C (without project) to D, E, or F (with project); or 2) the LOS (without project) is D, E, or F, and the project generated traffic increases the peak period

P94-089 Arena Corporate Center PUD

Volume to Capacity Ratio (V/C ratio) by 0.02 or more. Based on this significance threshold, the Arena Corporate Center PUD project is not expected to generate more traffic than the traffic analysis conducted for the 1994 NNCP and therefore no mitigation measures would be required. The project proponent is required to participate in the North Natomas Financing Plan to pay for the cost of infrastructure including roadways and other traffic features.

Overall, **. Therefore, the project creates a less-than-significant impact on traffic in the area and no traffic-related mitigation measures are required for the project.

Transportation Systems Management (TSM)

In an effort to mitigate the impacts of increased traffic, the City of Sacramento has enacted two Transportation Systems Management (TSM) Ordinances. The purpose of TSM is to provide more efficient utilization of existing transportation facilities. (See the Air section, Section 2).

The City of Sacramento Ordinance No. 88-083 was adopted on December 13, 1988. This ordinance amends Sections 6 and 22 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550, Fourth Series, relating to Transportation Systems Management Regulations for New Non-Residential Development. The primary purpose of this ordinance is to ensure, prior to occupancy of the project, the inclusion of basic facilities and services that will encourage the use of alternative commute modes by 35% for future tenants of the proposed projects.

Prior to building permit issuance, the applicant shall file a Transportation Management Plan (TMP) whose implementation will result in a 35 percent reduction in peak hour trips for the site to the satisfaction of the Public Works Director. Also, the North Natomas Community Plan requires a TSM/ Air Quality Plan that results in the community-wide reduction of Reactive Organic Gases (ROG) by 35 percent (see the Air section, Section 2).

NORTH NATOMAS IMPACT:

The regional traffic impacts are significant unavoidable impacts overridden by the North Natomas Community Plan EIR and the local impacts of the Arena Corporate Center project are less than significant. The project proponent will participate in the North Natomas Financing Plan to fund infrastructure, including roadways and other traffic features. Therefore, the project creates a less-than-significant impact on traffic in the area and no traffic-related mitigation measures are required for the project.

MITIGATION:

Mitigation Measure #**: The applicant shall comply with the City's Transportation System Management Ordinance and prepare a Transportation Management Plan.

SOUTH NATOMAS IMPACT:

The proposed Arena Corporate Center PUD project does not generate additional traffic impacts than those analyzed in the Transportation Evaluation for the North Natomas Community Plan and therefore creates a less-than-significant traffic impact on South Natomas.

14. PUBLIC SERVICES

The proposed project is not expected to significantly impact fire services, police services, schools, parks or other recreational facilities, or other governmental services. The public services needed for the North Natomas Community Plan area have been planned for within the NNCP and the costs of these services will be funded through

P94-089 Arena Corporate Center PUD

the North Natomas Financing Plan. Changes proposed for the site are not expected to create additional public services impacts for this area. Participation in the North Natomas Financing Plan will be a planning condition of development approval.

NORTH NATOMAS IMPACT:

The public services demand for this proposal will be less-than-significant.

SOUTH NATOMAS IMPACT:

The public services demand within the South Natomas Community Plan area will be less-than-significant.

15/16. ENERGY AND UTILITIES

Drainage: The proposed project is within the Detention Basin #5 watershed area of the North Natomas drainage system. A 6.2 acre portion of the 10.2 acre Detention basin #5 is located on-site adjacent to the East Drain. The 4.0 acre balance of the detention basin is located to the north of the site and is owned by Alleghany. The project proponent shall coordinate with other property owners in the Detention Basin #5 area to ensure that adequate drainage is provided and the area with the 100 year underlying floodplain is removed from the floodplain prior to occupying any buildings on the site.

As stated in the Water section discussion (section 3), the proposed project would increase the runoff volumes generated by the property. The impervious surfaces of buildings and parking lots would require an on-site storm drain system which would deliver runoff from the site to the detention basin and canal. City Utilities staff has indicated that prior to the approval of the final master parcel map, an assessment district, or other financing mechanism acceptable to the City, must be formed for the purpose of constructing all common drainage facilities within Detention Basin #5 and any additional drainage capacity or facilities required to accommodate development in the project area and all facilities shall be bonded for or constructed. A Drainage Agreement between all property owners with the detention basin area must be executed to coordinate design and construction of the basin, trunk lines, and other facilities. The project proponent shall provide adequate stormwater drainage to the satisfaction of the City Utilities Director.

NORTH NATOMAS IMPACT:

Due to the drainage mitigation measure identified in Section 3 related to Water, the proposed project is expected to have a less-than-significant drainage impact.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant drainage impact on the South Natomas Community.

Sewage: Development in North Natomas is currently served by the County of Sacramento's Regional Sanitation District. The County of Sacramento has indicated that sanitary sewer service, after payment of applicable connection fees, is available to the subject property. The cost of sewer lateral extension and sewer service installation to the property line is the responsibility of the developer. Upon acceptance of such improvements by the City or County as appropriate, collection system service will be provided by CSD-1 and wastewater treatment and disposal by the Sacramento Regional County Sanitation District.

NORTH NATOMAS IMPACT:

¶94-089 Arena Corporate Center PUD

The proposed project is not expected to create a significant sewage impact.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant sewage impact on the South Natomas Community.

Recycling and Solid Waste: The California Integrated Waste Management Act of 1989 (AB 939) mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to mandate that cities divert 25 percent of the waste stream from going to landfills by 1996, and to divert 50 percent of the waste stream from going to landfills by the year 2000.

To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. In 1991, an amendment was added to the Zoning Ordinance (Section 34) to address recycling and solid waste disposal requirements for new and existing developments. This plan requires that all non-residential (commercial, office, industrial, public/quasi-public) and residential (multifamily of 5 or more units) development prepare and submit a recycling program with the planning application and before issuance of a building permit. The recycling program must include a flow chart depicting the routing of recycled materials, a site plan specifying the location and design components and storage locations associated with recycling efforts, a construction plan to specify the recyclable materials being used in the construction of the proposed structures, a demolition plan specifying the proposed recycling of reusable or recyclable building materials in the demolition of any existing structures, and an educational program pertaining to recycling. Because the project is subject to Section 34 of the Zoning Ordinance, the proposed project is not anticipated to result in a significant impact to solid waste disposal.

NORTH NATOMAS IMPACT:

The proposed project is not expected to create a significant impact on recycling and solid waste services.

SOUTH NATOMAS IMPACT:

The proposed project is expected to create a less-than-significant impact on recycling and solid waste services for the South Natomas Community.

Energy: Electrical service is provided to the site by Sacramento Municipal Utilities District (SMUD) and gas service is provided by Pacific Gas and Electric (PG&E). The State Building Energy Efficient Standards (Title 24) regulate energy consumption of new buildings in California. Title 24 regulates energy consumed for heating, cooling, ventilation, water heating, and lighting in all new residential and non-residential buildings. In addition, the City has adopted an energy conservation review checklist and development guidelines for project and site plan review. The intent of the guidelines is to encourage consideration of energy conservation measures in the preliminary development stages so that project related energy consumption is minimized.

Policies within the NNCP encourage the use of electric and other low-emission vehicles and promote energy efficient building design. Specifically, on page 49, an Implementing Policy related to Air Quality states: "Encourage the use of electric, other zero-emission, and low-emission vehicles by providing sufficient, convenient, electric vehicle charging and parking facilities in the planning of residential and employment developments." Also, on page 74, an Implementing Policy related to Utilities states: "Prior to any development occurring, the project proponent must consult with SMUD's New Construction Service staff to incorporate SMUD energy efficient programs where feasible. The objective of the program is to maximize the energy efficiency potential of new construction projects consistent with SMUD's system design capacity and energy conservation goals through cost-effective investments

P94-089 Arena Corporate Center PUD

and technical assistance for designers and builders." This requirement will be included as a planning condition of development approval. Sacramento Municipal Utilities District (SMUD) has begun to coordinate with developers to implement programs that encourage the use of electric vehicles and alternative energy sources, such as photovoltaic cells and fuel cells.