# REPORT TO COUNCIL
# City of Sacramento

**915 I Street, Sacramento, CA 95814-2604**
**www. CityofSacramento.org**

**Public Hearing**
**September 16, 2008**

**Honorable Mayor and**
**Members of the City Council**

**Title: Point West Plaza (P05-027)**

**Location/Council District:** Southwest corner of Del Paso Road and El Centro Road, Sacramento, CA 95835; Council District 1

**Recommendation:** 1) Conduct a public hearing and upon conclusion adopt a) a **Resolution** adopting the Environmental Impact Report and Mitigation Monitoring Plan; b) a **Resolution** adopting the General Plan Land Use Map amendment to change approximately 45.1 acres of land from Community/Neighborhood Commercial & Offices, Mixed Use, Public/Quasi-Public, Low Density Residential and Major/Secondary Roadways to Community/Neighborhood Commercial & Office and Major/Secondary Roadways; c) a **Resolution** adopting the North Natomas Community Plan Land Use Map amendment to change approximately 45.1 acres of land from Community Commercial, Employment Center 50/acre, Medium Density Residential, Institutional, Community Center, General Facilities and acres of Major/Secondary Roadways to Community Commercial and Major/Secondary Roadways; d) a **Resolution** establishing the Point West Plaza Planned Unit Development and approving the PUD Schematic Plan and Guidelines; e) a **Resolution** approving the project with a Tentative Map, Special Permit and Plan Review; f) an **Ordinance** adopting the Development Agreement; and g) an **Ordinance** amending the Comprehensive Zoning Code (Title 17 of the Sacramento City Code) to rezone approximately 45.1 acres of land from Shopping Center (SC) zone, Agriculture-open Space (A-OS) zone and Major/Secondary Roadways to Shopping Center (SC) zone and Major/Secondary Roadways.

**Contact:** Jamie Cutlip, Assistant Planner, (916) 808-8684; Lindsey Alagozian, Senior Planner, (916) 808-2659

**Presenters:** Karen L. Diepenbrock, Diepenbrock Harrison; Angelo G. Tsakopoulos, Owner

**Department:** Development Services

**Division:** Current Planning

**Organization No:** 21001010

## Description/Analysis

**Issue:** The applicant is requesting the necessary legislative entitlements to allow the future development of 45.1± acres in North Natomas known as the Point

West Plaza Planned Unit Development (PUD). Specifically, the project requires a General Plan Amendment, Community Plan Amendment, Rezone, PUD Schematic Plan, PUD Design Guidelines, Tentative Map, Special Permit and Plan Review. Under this project scope, the applicant is requesting to construct a total of twenty-four (24) buildings, this includes thirteen (13) retail buildings, five (5) retail buildings with a drive-through, two (2) gas station with carwash and four (4) office buildings within the Point West Plaza PUD located at the southwest corner of Del Paso Road and El Centro Road intersection.

The proposed project will feature two distinctive neighborhood centers. The northern half of the project site (between the Bonfair Avenue Extension and Del Paso Road) will be comprised of a combination of small and medium sized retail and commercial in an upscale, walkable layout centered around a large public plaza. In addition to restaurants and retail stores, approximately 44,600 square feet of office uses will be located in the center of the project along the western boundary. The office complex would feature an extensively landscaped interior courtyard, and is anticipated to include medical service providers.

The southern portion of the project site (below the Bonfair Avenue Extension) will feature large format retail pads of 181,670 and 80,000 square feet. In addition, several smaller drive-through restaurants and gas station pads of less than 4,500 square feet will be located at this location. The overall project will include 403,849 square feet of retail uses and 44,600 square feet of office uses, for a total of 448,449 square feet.

On August 28, 2008, the Planning Commission forwarded a recommendation of approval of the General Plan Amendment, Community Plan Amendment, Rezone, PUD Schematic Plan, PUD Design Guidelines, Tentative Map, Special Permit, Plan Review and the form North Natomas Development Agreement. The project supports policies contained in the General Plan, the North Natomas Community Plan and is consistent with the zoning code. Staff finds that the proposal is compatible with the adjacent uses and recommends approval of the project.

**Policy Considerations:**

General Plan and Community Plan: Staff is of the opinion that the proposed project meets the overall goals and policies of the General Plan and the North Natomas Community Plan in that the use promotes efficient growth in the area and maintains a desirable quality of life for residents with a healthy and safe environment. The North Natomas Community Plan designated the project site as a commercial center to serve the residential neighborhoods on the west side of the I-80 freeway.

Smart Growth Principles: City Council adopted a set of Smart Growth Principles in December 2001 to encourage development patterns that are sustainable and balanced in terms of economic objectives, social goals, and use of environmental/natural resources. The project adheres to the following Smart

Growth principles: 1) mix land uses and support vibrant city centers by giving preference to the redevelopment of city centers and transit oriented development within existing transportation corridors with vertically or horizontally integrated mixed uses to create vibrant urban places; 2) foster walkable, close-knit neighborhoods through a system of fully connected activity centers, streets, pedestrian paths and bike routes; 3) promote distinctive, attractive communities with a strong sense of place; and 4) encourage citizen and stakeholder participation in development decisions by fostering an open and inclusive dialogue that promotes alliances and partnerships to meet community needs.

Strategic Plan Implementation: The proposal conforms to the City of Sacramento's Strategic Plan, specifically by adhering to goals that improve and expand public safety and also to achieve sustainability and enhance livability.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** In accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15081, the City, as Lead Agency, determined that an Environmental Impact Report (EIR) would be prepared for the proposed project. The Draft EIR identified significant impacts to Transportation and Circulation, Noise, Air Quality, Hydrology, Biological Resources, and Cultural Resources. Mitigation measures were identified to reduce project impacts to a less than significant level; however, significant and unavoidable impacts on transportation and circulation, and air quality, and hydrology remain at a significant level. A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached.

The Draft EIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on June 30, 2008 and ending on August 14, 2008. A public notice was placed in the Daily Recorder and Sacramento Bee on June 30, 2008, which stated that the Draft EIR was available for public review and comment. A public notice was posted with the Sacramento County Clerk's Office on June 20, 2008. A Notice of Availability (NOA) dated June 30, 2008 was distributed to all interested groups, organizations, and individuals for the Draft EIR. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, Environmental Planning Services, 300 Richards Blvd., 3rd Floor, Sacramento, CA 95811. The NOA also indicated the forty-five day public review period.

Seven comment letters were received on the DEIR. The comment letters and responses to comments are attached, and are included in the Final EIR. The FEIR responds to all comments received on the Draft EIR and revises text and/or analyses where warranted. Pursuant to the requirements of CEQA, responses to comments were sent to all who commented on the Draft EIR.

**Sustainability Considerations:** The Point West Plaza Planned Unit Development project is consistent with Sustainability Master Plan goals in

that, by placing office and commercial uses adjacent to residential neighborhoods, it can potentially reduce vehicular trips for surrounding residents who may work or shop there. Fewer vehicular trips will contribute to the conservation of energy and cleaner air quality. Also, the Point West Plaza PUD design guidelines specifically incorporate green building measures through energy conservation building design and water conserving landscape.

**Commission/Committee Action:** On August 28, 2008, the Planning Commission voted to approve Point West Plaza PUD and forward a recommendation of the project to the City Council of all above entitlements.

**Rationale for Recommendation:** The proposal supports the policies of the General Plan and North Natomas Community Plan and is compatible with surrounding uses.

**Financial Considerations:** This project has no fiscal considerations.

**Emerging Small Business Development (ESBD):** No goods or services are being purchased under this report.

Respectfully Submitted by: _____
David Kwong
Planning Manager

Approved by: _____
William Thomas
Director of Development Services

Recommendation Approved:

_____
for Ray Kerridge
City Manager

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**Attachment 1: Background**

The project site is located within the North Natomas Community Plan (NNCP), which was adopted by City Council on May 3, 1994 (Resolution No. 94-259). At that time, the subject property was included as part of an larger land area known as Natomas Central, which totaled approximately 443± gross acres including 30.0± net acres of commercially-planned land called "Westside Center" in the NNCP and located at the southwest corner of Del Paso Road and El Centro Road. A Lot Line Adjustment was submitted and subsequently approved in 1994 for the sale of the majority of the land to K. Hovnanian Homes. This portion of land, largely zoned for residential, was approved by the Planning Commission in October 2005 as the Natomas Central Planned Unit Development (P04-173).

The project applicant, Tsakopoulos Investments, has retained the 45.1± gross acres of land separated from the Natomas Central PUD, the majority of which was the commercial portion of the overall site. The Lot Line Adjustment between K. Hovnanian and Tsakopoulos Investments bifurcated the 30.0± net acres of commercially-planned lands as designated by the North Natomas Community Plan leaving 25.0± net acres of commercial land on the Tsakopoulos Investment property and approximately 5.0± acres of commercial land on the K. Hovnanian property.

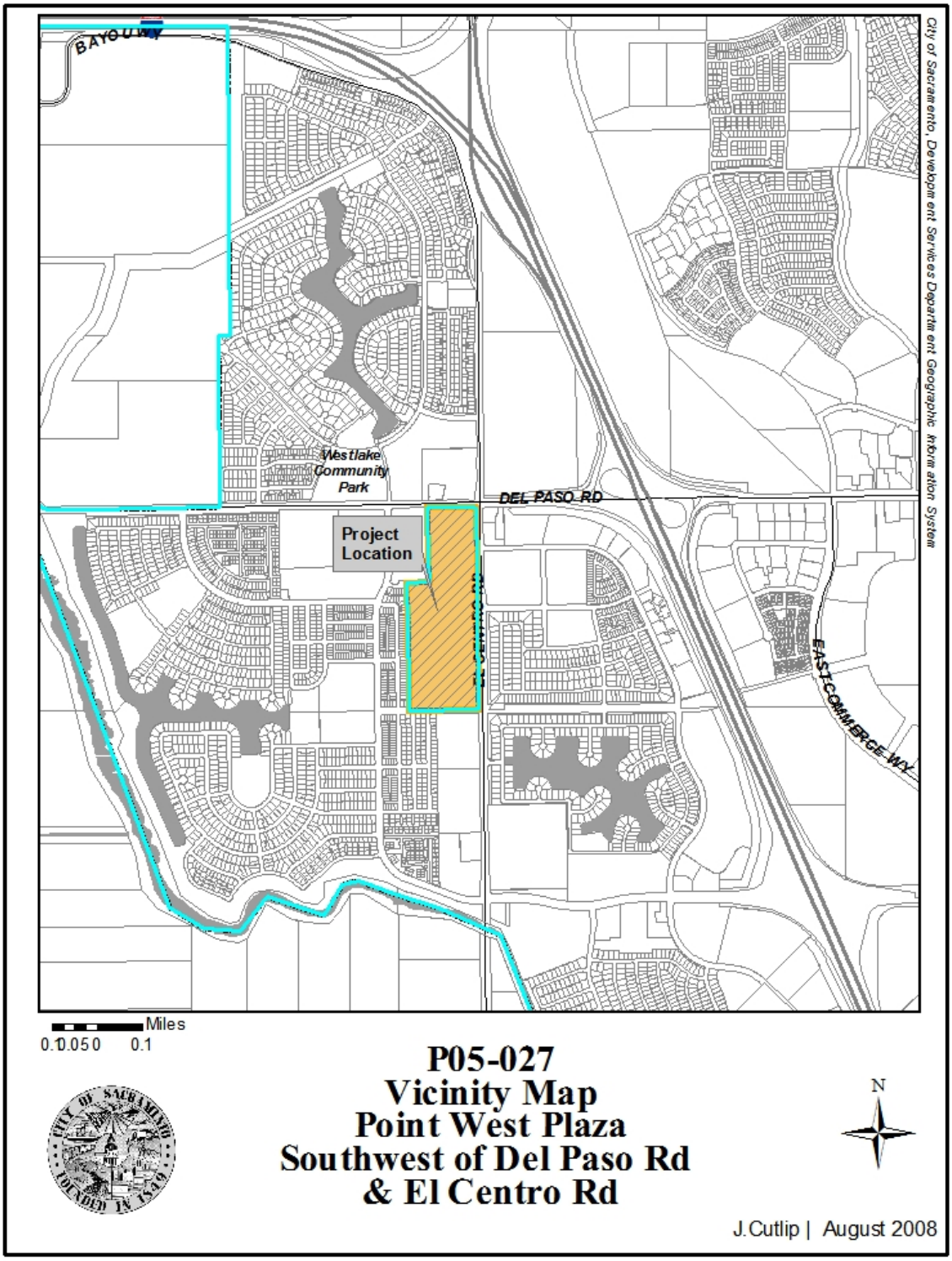
K. Hovnanian's Natomas Central project had incorporated these 5.0± acres into a high density residential site thereby reducing the Community Commercial designated site by 5.0± acres. This proposal, in effect, is reincorporating the 5.0± acres back into the North Natomas Community Plan land use designation of Community Commercial.

On March 2, 2006, the applicant submitted a formal application for the subject project to create a new Planned Unit Development know as Point West Plaza and construct twenty (16) retail buildings, two (2) gas stations with two (2) carwashes and four (4) office buildings on ten (10) lots equaling 45.1± gross acres of land.

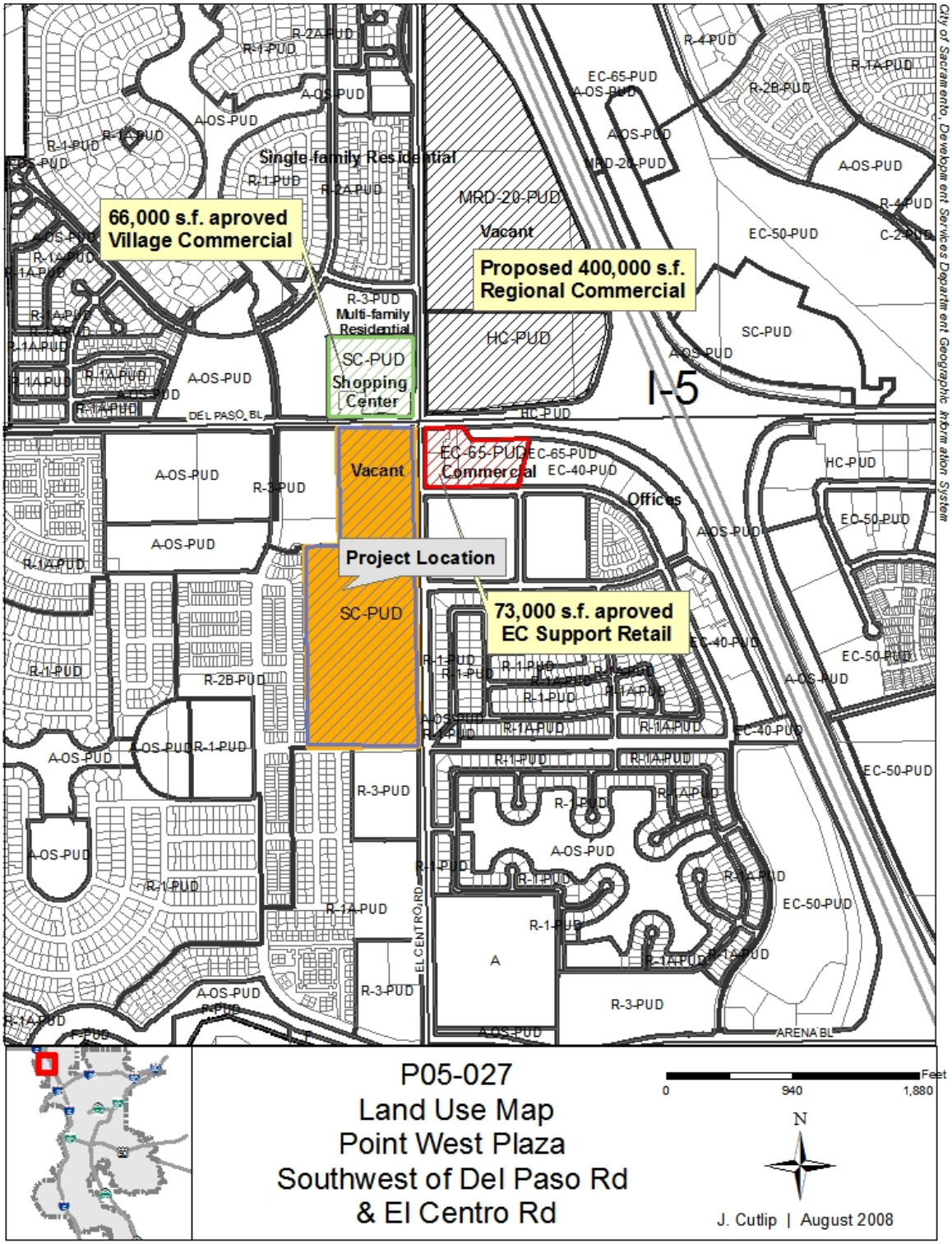
On August 28, 2008, the Planning Commission by a vote of eight ayes and zero noes approved the Point West Plaza Planned Unit Development project and forwarded the recommendation to the City Council for approval.

As required by sections 16.24.095 and 17.200.010(C)(2)(a), (b), and (c) of the City Code, notice of the September 16, 2008 public hearing has been given by publication, posting, and mail within a 500 foot radius of the subject site.

**Attachment 2: Vicinity Map**



**Attachment 3: Land Use & Zoning Map**



**Attachment 4: Environmental Impact Report – Resolution**

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE POINT WEST PLAZA PROJECT (P05-027)**

**BACKGROUND**

A. On August 28, 2008 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Point West Plaza Project.

B. On September 16, 2008 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 16.24.095 and 17.200.010 (C)(2)(a, b, and c), and received and considered evidence concerning the Point West Plaza Project.

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

Section 1. The City Council finds that the Environmental Impact Report for Point West Plaza Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit B – Mitigation Monitoring Plan

**Exhibit A -CEQA Findings of Fact and Statement of Overriding Considerations for the Point West Plaza Project**

## Description of the Project

The project site, which encompasses 38.1 net acres, is located at the southwest corner of Del Paso Road and El Centro Road in the North Natomas area of the City of Sacramento. An additional 7.0 acres would be developed with roadways and roadway rights-of-way for a total of 45.1 acres. The site is currently undeveloped. The proposed project includes the development of a neighborhood center that includes both commercial and office uses. The northern half of the project site (between the Bonfair Avenue extension and Del Paso Road) would feature a combination of small and medium sized retail and service providers in a walkable layout centered around a large plaza. In addition to the restaurants and stores, approximately 44,600 square feet of office uses would be located in the center of the project along the western boundary. The office complex would feature a landscaped interior courtyard, and is anticipated to include medical service providers. The southern half (below the Bonfair Avenue extension) would be primarily composed of large format retail pads of 181,670 and 80,000 square feet, which would potentially be filled by a home improvement store and a grocery store. In addition, several smaller drive-thru restaurants and gas station pads of less than 4,500 square feet would be located in the southern area half of the site. The overall project would include 403,849 square feet of retail uses and 44,600 square feet of office uses, for a total of 448,449 square feet. A total of 1,942 parking spaces would be located throughout the complex, and bicycle parking spaces would be located throughout the site.

## Findings Required Under CEQA

### 1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the Initial Study conducted for Point West Plaza Project, SCH # 2007122096 (Project), the City of Sacramento's Environmental Planning Services Department determined, based on substantial evidence, that the Project may have a significant effect on the environment, and an Environmental Impact Report (EIR) was prepared for the Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq*. (CEQA), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq*.), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency December 28, 2007 and was circulated for public comments from December 28, 2007 through January 28, 2008.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on June 30, 2008 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on June 30, 2008 and ended on August 14, 2008.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on June 30, 2008. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Development Services Department, New City Hall, 915 I Street, Third Floor, Sacramento, California 95814. The letter also indicated that the official 45-day public review period for the Draft EIR would end on August 14, 2008.

e. A public notice was placed in the Daily Recorder on June 30, 2008, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on June 30, 2008.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

**2. Record of Proceedings**

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference.

b. The City of Sacramento General Plan, City of Sacramento, January 1988 and all updates.

c. Environmental Impact Report City of Sacramento General Plan Update, City of Sacramento, March 1987 and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update, City of Sacramento, 1988 and all updates.

e. Zoning Ordinance of the City of Sacramento.

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December 2004.

g. North Natomas Community Plan.

h. Draft Supplement to the 1986 North Natomas Community Plan EIR.

i. The Mitigation Monitoring Program for the Project.

j. Applications materials, including application information, PUD Guidelines, PUD Schematic Plan, and Tentative Map.

k. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

## 3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; *see also Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of

feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); *see also,* CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

**A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.**

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

<u>Transportation and Circulation</u>

4.2-1 Proposed Project - Intersections. Construction of the proposed project would increase traffic volumes at local intersections. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*4.2-1(a)* *Del Paso Road and I-5 southbound off-ramp intersection – the project applicant shall pay a fair share to install a new traffic signal. With the implementation of this mitigation measure, the LOS would improve to LOS A with 8.7 seconds of delay during the PM peak hour.*

*4.2-1(b)* *Del Paso Road and I-5 northbound off-ramp intersection – the project applicant shall pay a fair share to install a new traffic signal. With the implementation of this mitigation measure, the LOS would improve to LOS E with 65.8 seconds of delay during the PM peak hour, and LOS B with 13.4 seconds of delay during the Saturday peak hour.*

Finding: The proposed project applicant would pay fair share fees for installation of a new traffic signal at affected intersections. According to the traffic report, after implementation of the new traffic signals, the affected intersections would operate within acceptable levels.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

4.2-5 Proposed Project – Freeway Ramp Queuing. Construction of the proposed project would increase traffic volumes at freeway ramp queuing locations. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*4.2-5* *Implementation of Mitigation Measure 4.2-1(a) would reduce the ramp queue in the PM peak hour to approximately 190 feet.*

Finding: The proposed project applicant would pay fair share fees for installation of a new traffic signal at affected intersections. According to the traffic report, after implementation of the new traffic signals, ramping queuing would operate within acceptable distances.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

4.2-10 Existing Community Plan Alternative - Intersections. Construction of the Community Plan Alternative would increase traffic volumes at local intersections. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*4.2-10(a)* *Del Paso Road and I-5 southbound off-ramp intersection – Implementation of Mitigation Measure 4.2-1(a). This mitigation*

*measure would improve to operations to LOS A with 8.4 seconds of delay in the PM peak hour.*

*4.2-10(b) Del Paso Road and I-5 northbound off-ramp intersection – Implementation of Mitigation Measure 4.2-1(b). This mitigation measure would improve to operations to LOS E with 63.5 seconds of delay during the PM peak hour.*

Finding: The proposed project applicant would pay fair share fees for installation of a new traffic signal at affected intersections. According to the traffic report, after implementation of the new traffic signals, the affected intersections would operate within acceptable levels.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

4.2-14 Existing Community Plan Alternative – Freeway Ramp Queuing. Construction of the Existing Community Plan Alternative would increase traffic volumes at freeway ramp queuing locations. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*4.2-14 Implementation of Mitigation Measure 4.2-1(a) would reduce the ramp queue in the PM peak hour to approximately 180 feet.*

Finding: The proposed project applicant would pay fair share fees for installation of a new traffic signal at affected intersections. According to the traffic report, after implementation of the new traffic signals, ramping queuing would operate within acceptable distances.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

4.2-16 Proposed Project and Existing Community Plan Alternative – Construction. Construction will include the disruption of the transportation network near the site, including the possibility of temporary closure of pedestrian and vehicle routes. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*4.2-16 Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include:*

- *The number of truck trips, time, and day of street closures.*
- *Time of day of arrival and departure of trucks.*
- *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting.*
- *Provision of a truck circulation pattern.*
- *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas).*
- *Maintain safe and efficient access routes for emergency vehicles.*
- *Manual traffic control when necessary.*
- *Proper advance warning and posted signage concerning street closures.*
- *Provisions for pedestrian safety.*

*A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.*

Finding: The proposed project applicant would prepare a traffic and parking management plan. The plan will be reviewed by the City Engineer to ensure the plan includes requirements to meet acceptable LOS and safety.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

4.2-22 Intersection - Cumulative Conditions – On-site Circulation. The proposed project internal circulation and access to intersection could impact external traffic conditions. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*4.2-22* *Modify existing site plan to increase the northbound left turn storage lane on El Centro Road and Duckhorn Drive intersection, from 100 feet to 150 feet. Implementation of this mitigation measure should provide adequate storage for the left turn vehicles and avoid spillbacks that may affect the northbound through movements.*

Finding: According to the traffic report, lengthening of the storage land on El Centro Road and Duckhorn Drive would provide adequate storage for left turn vehicles.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Noise

4.3-1 Construction noise impacts. Construction activities would generate noise that would add to the immediate project vicinity area. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*4.3-1(a) Construction contractors shall locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. All impact tools shall be required to be shrouded or shielded, and all intake and exhaust ports on power construction equipment shall be muffled or shielded.*

*4.3-1(b) As required by the City Noise Ordinance, Section 8.68.080 E, construction activities shall occur between during the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday.*

Finding: Shrouding, shielding, and muffling of impacts tools and ports reduces noise generated. In addition, construction activities within the City Noise Ordinance allowable hours are exempt.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

4.3-4 Stationary noise impacts from truck circulation loading docks and rooftop HVAC equipment. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*4.3-4(a) The applicant shall construct a noise barrier along the western property line with six-foot-high and eight-foot-high sections, as shown in Figure 4.3-1. The final detailed design of the heights and limits of these barriers shall be confirmed by the Development Services Department at the time the final grading plan is submitted.*

*4.3-4(b) Prior to the approval of Improvement Plans, the applicant shall include in the plans a truck circulation route for semi-tractor trailers that shall restrict deliveries to the truck route along the western property line, behind the two major commercial pads.*

*4.3-4(c) The building construction plans shall include the design of all buildings adjacent to the western property line to include roof-top parapets along the west side, for review and approval by the City*

*Building Official. Large retail stores are required to have a minimum parapet height of five feet and small retail stores are required to have a minimum parapet height of three feet.*

Finding: According to the noise report, construction of noise barriers and rooftop improvements would reduce the proposed project noise levels to an acceptable level.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

Air Quality

4.4-1 Short-term increases of construction-generated emissions of criteria air pollutants and odors. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*4.4-1(a) The project shall provide a plan for approval by the Department of Development Services, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20-percent NOX reduction and 45-percent particulate reduction compared to the most recent CARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.*

*4.4-1(b) The project applicant shall submit to the Department of Development Services and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which construction operations do not occur. At least 48 hours before subject heavy-duty off-road equipment is used, the project representative shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and onsite foreman.*

*4.4-1(c) The project shall ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40-percent opacity for more than 3 minutes in any 1 hour, as determined by an on-site inspector trained in visual emissions*

*assessment. Any equipment found to exceed 40-percent opacity (or Ringlemann 2.0) shall be repaired immediately, and the SMAQMD shall be notified of non-compliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which construction operations occur do not occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance.*

*4.4-1(d) Ground-disturbing activities (e.g., grading, trenching) shall not exceed a total disturbed area of 15 acres per day.*

*4.4-1(e) Construction activities shall comply with SMAQMD's Rule 403, Fugitive Dust, which requires implementation of reasonable precautions so as not to cause or allow emissions of fugitive dust from being airborne beyond the property line of the project site. In accordance with SMAQMD-recommended mitigation measures for the control of fugitive dust, reasonable precautions shall include, but shall not be limited to, the following:*

- *Apply water, a chemical stabilizer or suppressant, or vegetative cover to all disturbed areas, including storage piles that are not being actively used for construction purposes, as well as any portions of the construction site that remain inactive longer than a period of three months;*
- *Water exposed surfaces sufficient to control fugitive dust emissions during demolition, clearing, grading, earth-moving, or excavation operations. Actively disturbed areas should be kept moist at all times;*
- *Cover all vehicles hauling dirt, sand, soil or other loose material or maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114;*
- *Limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when construction operations are occurring; and*
- *Limit on-site vehicle speeds on unpaved surfaces to 15 mph, or less.*

Finding: Implementation of Mitigation Measures 4.4-1(a-c) would result in a 20 percent reduction in $NO_X$ emissions and a 45 percent reduction in visible emissions from heavy-duty diesel equipment. With implementation of the proposed mitigation measures, maximum daily emissions of $NO_X$

generated during all phases of construction would be reduced to approximately 70 lbs/day, or less. Mitigated daily construction-generated emissions of $NO_X$ would not be anticipated to exceed SMAQMD significance threshold of 85 lbs/day. Implementation of Mitigation Measures 4.1-1(d) and 4.4-1(e) would reduce fugitive dust emissions associated with individual construction activities by approximately 44 to 84 percent. Based on the URBEMIS modeling conducted, implementation of the mitigation measures would reduce maximum daily emissions to approximately 21 lbs/day of $PM_{10}$ and 8 lbs/day of $PM_{2.5}$. The SMAQMD considers implementation of proposed mitigation measures for the control of fugitive dust, along with compliance with SMAQMD *Rule 403*, to be sufficient to reduce project-generated emissions of fugitive dust to a less than significant level.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

<u>Noise</u>

4.4-4 Increased exposure of sensitive receptors of sensitive receptors to localized concentrations of Toxic Air Contaminants and odors. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*4.4-4(a) Prior to the approval of final maps, the applicant in consultation with the Development Services Department shall take into consideration the odor-producing potential facilities that would occupy the proposed commercial/convenience space. To the extent feasible, proposed commercial/convenience land uses that have the potential to emit objectionable odorous emissions shall be located as far away as possible from existing and proposed receptors.*

*4.4-4(b) If an odor-emitting facility is to occupy space in the commercial/convenience area, odor control devices shall be installed for the review and approval of the Development Services Department prior to the issuance of occupancy permits to reduce the exposure of receptors to objectionable odorous emissions.*

Finding: Odor-emitting facilities would be required to install odor control devices to reduce exposure of sensitive receptors to objectionable odorous emissions.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

Hydrology, Water Quality, and Drainage

4.5-1 Exposure of people and structures to flood hazards on the project site. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*4.5-1* *If the North Natomas Area is remapped by FEMA and designated an AE Zone, AR Zone, or A99 Zone, then (1) the City shall require development within the project site to comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento's Floodplain Management Ordinance in existence at the date of issuance of building permits pertaining to the applicable remapped zone; (2) the project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection including the North Natomas Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Project site provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate; (iv) complies with all applicable laws and ordinances; and (3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Ordinance shall be satisfied prior to the issuance of building permits for the project. All landowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.*

*Under any of the two scenarios (AE or AR Zone), the applicant shall disclose to all prospective buyers, lenders, bondholders and insurers of the property through written disclosure, prior to the sale of property, that the U.S. Army Corps of Engineers has determined that the levees protecting the Natomas Basin may not provide flood protection from a 100-year or greater storm event until the levees are recertified as providing 100-year storm protection.*

*The above measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers.*

Finding: If the U.S. Army Corps of Engineers recertifies the levees protecting the Natomas Basin Area, the proposed project would not be within a 100-year flood plain. However, the applicant shall disclose to all prospective buyers, lenders, and insurers, prior to the sale of property, that the Corps has determined the levees may not provide 100-year flood protection until the levees are recertified.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Initial Study - Biological Resources

Construction activities could impact special-status species if determined to be on-site. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*MM-1* *Prior to site disturbance, surveys shall be conducted for special-status species by a qualified biologist retained by the project applicant and approved by the Development Services Department. Should any special-status species be identified appropriate measures shall be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Development Services Department.*

Finding: If special-status species are identified, appropriate measures by a qualified biologist shall be implemented in accordance with the HCP.

With implementation of the mitigation measure, this impact is reduced to a *less than significant* level.

Initial Study - Cultural Resources

Unearthing of subsurface archaeological or historical remains is not anticipated. However, if found, without mitigation this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact:

*MM-2(a)* *Prior to issuance of grading permits, the applicant/developer shall submit plans to the Development Services Department for review and approval which indicate (via notation on the improvement plans) that if subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, the applicant shall stop work immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.*

*MM-2(b)* *If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment shall be conducted by qualified archaeologists who are either certified by*

*the Society of Professional Archaeologists (SOPA) or who meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R.61), and Native American representatives who are approved by the local Native American community as scholars of their cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. When historic archaeological site or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians. These individuals shall meet either SOPA or 36 C.F.R 61 requirements. Identified cultural resources should be recorded on DPR 523 (A-J) historic resource recordation forms.*

*MM-2(c) If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.*

Finding: If human bone or unknown bone of origin, archaeological or historical remains, or Native American resources are found, the appropriate qualified Coroner, archaeologist, shall be contact and work shall stop to determine if further measures are needed.

With implementation of the mitigation measures, this impact is reduced to a *less than significant* level.

**B. Significant or Potentially Significant Impacts for which Mitigation is Outside the City's Responsibility and/or Jurisdiction.**

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to section 21081(a)(2) of the Public Resources Code and section 15091(a)(2) of the CEQA Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agency. The City will request, but cannot compel implementation of the identified mitigation measures described. The impact and mitigation measures and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the

Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

None.

**C. Significant or Potentially Significant Impacts for which Mitigation Measures Found To Be Infeasible.**

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project have been identified. However, pursuant to section 21081(a)(3) of the Public Resources Code and section 15091(a)(3) of the CEQA Guidelines, as to each such impact and mitigation measure, the City Council, based on the evidence in the record before it, specifically finds that the mitigation measures are infeasible. The impact and mitigation measures and the facts supporting the finding of infeasibility of each mitigation measure are set forth below. Notwithstanding the disclosure of these impacts and the finding of infeasibility, the City Council elects to approve the Project due to the overriding considerations set forth below in Section (G), the statement of overriding considerations.

<u>Transportation and Circulation</u>

4.2-18 Cumulative Conditions - Local Roadways. The proposed project in conjunction with previously approved projects would increase the traffic volumes along local roadways. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure(s) have been identified to reduce this impact to a less than significant level. However, for the reasons set forth below, the mitigation measure(s) are rejected as infeasible:

*4.2-18* *Widening El Centro Rd to six lanes would mitigate the impact on this roadway to less than significant, but it is considered not feasible because El Centro Road is built to its ultimate width of 4 lanes facility as planned for in North Natomas Community Plan, and any further widening will impact existing development on the east side of El Centro Road and will be against the City of Sacramento Smart Growth policy and Street Pedestrian Friendly standards.*

For these reasons, the impact remains *significant and unavoidable*.

Finding: Widening El Centro Road to six lanes is not feasible because El Centro Road is built to its ultimate width of 4 lanes, as planned for in North Natomas Community Plan, and any further widening would impact existing development on the east side of El Centro Road and would be against the City of Sacramento Smart Growth policy and Street Pedestrian Friendly standards.

**D. Significant and Unavoidable Impacts.**

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the City Council elects to approve the Project due to overriding considerations as set forth below in Section G, the statement of overriding considerations.

Transportation and Circulation

4.2-19 Cumulative Conditions – Freeway Mainline. The proposed project in conjunction with other projects would increase traffic along freeway mainlines. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact to the extent feasible:

*4.2-19 The project applicant shall pay development fees for infrastructure projects as outlined in the North Natomas Financing Plan ("NNFP") as its required share of all freeway-related improvements. In addition to payment for freeway related improvements, ramps and interchanges, the North Natomas Finance Plan includes a share of the Downtown Natomas Airport Light Rail Extension (DNA) project costs. The DNA project provides future congestion relief for both the I-80 and I-5 freeways and is included in the Metropolitan Transportation Plan.*

*In conjunction with the North Natomas Community Plan ("NNCP") and the NNFP, in 1994, the City of Sacramento prepared the North Natomas Freeway-Related Improvements Study (the "Kittleson Report"), which analyzed freeway-related impacts associated with development of the NNCP. The Kittleson Report recommended various improvements to the freeway mainlines, auxiliary lanes and interchanges and estimated that 43 percent of the cost for the proposed improvements are attributable to North Natomas. The Kittleson Report was discussed in further detail in the NNFP, which, in order to implement the Kittleson Report, provides that a portion of the PFF will be earmarked for the freeway-related improvements identified in the Kittleson Report.*

*Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes I-5 and SR 99 improvement projects near the Natomas Crossing site. The DSMP is the Vision Document for the District and has a 20-year planning horizon. The anticipated completion years of various DSMP projects are:*

*Interstate 5*

*2006 Construct auxiliary lanes from Richards Blvd. to Garden Highway*
*2008 Construct northbound auxiliary lane from Del Paso Road to SR 99*
*2010 Add SR 99 southbound on-ramp lane to SR 99 / I-5 interchange*
*2010 HOV lanes from downtown Sacramento to I-5 / I-80 interchange*
*2016 Reconstruct I-5 northbound / I-80 eastbound ramp*
*2019 HOV connector between I-5 / I-80 interchange*
*2020 HOV lanes from downtown Sacramento to Sacramento International Airport*
*2023 HOV lanes from I-80 to Sacramento International Airport*

*State Route 99*

*2012 Construct Elverta Road interchange*
*2015 Expand Elkhorn Blvd. interchange to accommodate Elkhorn Blvd's widening*
*2024 Construct lane in each direction from I-5 to Elkhorn Blvd.*
*Unknown—HOV lanes from I-5 interchange to SR 70*

*Interstate 80*

*2007 Install ramp metering, traffic monitoring systems, closed circuit TV installation, message signs, and upgrade count stations from Yolo County line to Longview Drive*
*2012 Construct HOV lanes from Yolo County line to Longview Drive/Watt Avenue*
*2012 Expand the West El Camino interchange on I-80 to 4 lanes and modify ramps*
*2012/13 Northgate to Norwood: add Auxiliary Lane*
*2013 Add HOV lane connectors between I-5 and I-80*
*2013 Revise existing interchange between I-80 and I-5*
*2015 I-80/Northgate: Extend the existing westbound off-ramp and add auxiliary lane to westbound on-ramp*
*2016 Reconstruct ramp from eastbound I-80 to northbound I-5.*

*Some of these proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. The MTP is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional*

*transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax and other taxes rather than development fees.*

*The freeway improvement projects proposed by Caltrans are not currently approved and funded, but, consistent with the Kittleson Report, the applicant's payment of the PFF will satisfy its required share of the cost of such anticipated future improvements. Nevertheless, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that my favor other approaches to addressing freeway congestion.*

*Consequently, payment of the PFF fees cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvements and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway ramp junctions would remain significant and unavoidable.*

Finding: Some of these proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. The MTP is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax and other taxes rather than development fees.

The freeway improvement projects proposed by Caltrans are not currently approved and funded, but, consistent with the Kittleson Report, the applicant's payment of the PFF will satisfy its required share of the cost of such anticipated future improvements. Nevertheless, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that my favor other approaches to addressing freeway congestion.

Consequently, payment of the PFF fees cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvements and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway ramp junctions would remain significant and unavoidable.

For these reasons, the impact remains *significant and unavoidable*.

<u>Air Quality</u>

4.4-2 Long-term increases of criteria air pollutants.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact to the extent feasible:

*4.4-2 Prior to the issuance of the project's first grading permits, the project applicant will obtain written endorsement from the SMAQMD for an Air Quality Mitigation Plan (AQMP). In accordance with SMAQMD recommendations, the AQMP shall achieve a minimum overall reduction of 15 percent in the project's anticipated operational $NO_x$ and ROG emissions. SMAQMD-recommended measures and corresponding emissions-reduction benefits are identified in SMAQMD's Guidance for Land Use Emission Reductions, which has been included in Appendix B of DEIR Appendix D, Air Quality Impact Assessment. Available measures to be included in the AQMP include, but are not limited to, the following:*

- *Provide preferential carpool/vanpool parking spaces;*
- *Provide transit facility improvements (e.g., pedestrian shelters, route information, benches, lighting);*
- *Provide bicycle storage/parking facilities;*
- *Provide shower/locker facilities;*
- *Provide incentives to employees to rideshare or take public transportation;*
- *Provide a parking lot that provides clearly marked and shaded pedestrian pathways between transit facilities, pedestrian walkways and trails, and building entrances; and*
- *Incorporate building component features that reduce energy consumption (i.e., use of energy star building materials and appliances, onsite renewable energy systems, increased building insulation).*

Finding: In accordance with SMAQMD recommendations, implementation of Mitigation Measure 4.4-2 would reduce long-term operational emissions attributable to the proposed project by a minimum of approximately 15 percent. Specific levels of reduction would be dependent on the mitigation measures ultimately selected and degree to which they are incorporated into the project design and operation. Assuming an overall minimum emissions reduction of 15 percent, maximum daily operational emissions at buildout would total approximately 111 lbs/day of ROG and 147 lbs/day of $NO_X$. With implementation of recommended emission-reduction measures, predicted operational emissions of ROG and $NO_X$ would still be anticipated to exceed SMAQMD's corresponding significance threshold of 65 lbs/pollutant/day.

Additional mitigation measures to further reduce the impacts were determined to be infeasible. For these reasons, the impact remains *significant and unavoidable*.

4.4-6 Cumulative contribution to regional air quality conditions.

Mitigation Measure (From MMP): The following mitigation measures have been adopted to address this impact to the extent feasible:

*4.4-6(a) Prior to the issuance of grading permits, the City of Sacramento shall coordinate with the SMAQMD and SACOG to ensure that increases in vehicle miles traveled (VMT) attributable to the proposed project are accounted for in the VMT calculations used for the development of regional emissions inventories, for the review and approval of the Development Services Department.*

*4.4-6(b) Implement Mitigation Measures 4.4-1 and 4.4-2.*

Finding: Implementation of Mitigation Measures 4.4-6(a) and 4.4-6(b) would reduce short-term and long-term increases in emissions attributable to the proposed project. However, long-term operational increases in emissions would still be anticipated to exceed SMAQMD's significance threshold.

For these reasons, the impact remains *significant and unavoidable*.

<u>Hydrology, Water Quality, and Drainage</u>

4.5-1 Exposure of people and structures to flood hazards on the project site. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

*4.5-1 When the North Natomas Area is remapped by FEMA and designated an AE Zone, AR Zone, or A99 Zone, then (1) the City shall require development within the project site to comply with all applicable building and design regulations identified by FEMA and by the City of Sacramento's Floodplain Management Ordinance in*

*existence at the date of issuance of building permits pertaining to the applicable remapped zone; (2) the project applicant shall participate in a funding mechanism such as an assessment district established by SAFCA and/or the City for the purpose of implementing measures that would provide no less than 100-year flood protection including the North Natomas Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Project site provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate; (iv) complies with all applicable laws and ordinances; and (3) the requirements of the applicable FEMA zone and corresponding requirements under the City of Sacramento's Floodplain Ordinance shall be satisfied prior to the issuance of building permits for the project. All landowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.*

*Under any of the two scenarios (AE or AR Zone), the applicant shall disclose to all prospective buyers, lenders, bondholders and insurers of the property through written disclosure, prior to the sale of property, that the U.S. Army Corps of Engineers has determined that the levees protecting the Natomas Basin may not provide flood protection from a 100-year or greater storm event until the levees are recertified as providing 100-year storm protection.*

*The above measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers.*

Finding: If the U.S. Army Corps of Engineers recertifies the levees protecting the Natomas Basin Area, the proposed project would not be within a 100-year flood plain. However, the applicant shall disclose to all prospective buyers, lenders, and insurers, prior to the sale of property that the Corps has determined the levees may not provide 100-year flood protection until the levees are recertified. The impacts would be short-term until levee improvement are completed and recertification occurs.

For these reasons, the impact remains *significant and unavoidable*.

**E. Findings Related to the Relationship Between Local Short-Term Uses of the Environment and Maintenance and Enhancement of Long-Term Productivity.**

Based on the EIR and the entire record before the City Council, the City Council makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

- As the project is implemented, certain impacts would occur on a short-term level. Such short-term impacts are discussed above. Where feasible, measures have been incorporated in the project to mitigate these potential impacts.

- The project would result in the long-term commitment of resources to development and operate the project including water, natural gas, fossil fuels, and electricity. The long-term implementation of the project would provide economic benefits to the City. The project would be developed in an existing urban area and not contribute to urban sprawl. Notwithstanding the foregoing, some long-term impacts would result.

Although there are short-term and long-term adverse impacts from the project, the short-term and long-term benefits of the project justify implementation.

**F. Project Alternatives.**

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible and would not achieve most of the project objectives. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

**<u>Alternatives Considered and Dismissed from Further Consideration</u>**

**Off-Site Alternative**

Section 15126.6(f)(2)(B) of the CEQA Guidelines states, “If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reason in the EIR.” A feasible location for the proposed project that would result in substantially reduced impacts does not exist.

The CEQA Guidelines (Section 15126.6[b]) requires that only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. The Off-Site Alternative would involve the construction of the proposed project on an alternative location. The Off-Site Alternative would have the same type and intensity of uses as the proposed project. However, the Applicant does not own an alternative location in which to construct the proposed project. Furthermore, although other vacant properties are located in the North Natomas area, parcels with approved Land Use entitlements, such as the Commerce Station property, are limited. It should also be noted that, by definition, CEQA states that an alternative should avoid or substantially lessen one or more of the environmental effects of the project. Alternative locations within North Natomas generally contain similar characteristics as the project site. Therefore, development of the project on an alternative location would be expected to result in the same impacts as the proposed project. As a result, an environmentally feasible off-site location that would meet the requirements of CEQA, as well as meet the

basic objectives of the proposed project, does not exist.

**Summary of Alternatives Considered**

No Project – No Build Alternative

Section 1526.6(e)(1) of the CEQA Guidelines requires that a "no project alternative" be evaluated in comparison to the proposed project. The No Project – No Build Alternative is defined in this section as the continuation of the existing condition of the project site, which is currently vacant and mass-graded. The No Project – No Build Alternative would allow the project site to continue in the site's existing state.

*Facts in Support of Finding of Infeasibility*

The No Project – No Build Alternative would not meet any of the project objectives.

Existing Community Plan Alternative

Section 15126.6(e)(1)(B) of the CEQA Guidelines states, "[…] where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." Therefore, in the event that the proposed project is not approved, the project site could be developed under the existing North Natomas Community Plan designations. The Existing Community Plan Alternative would include development of the project site under the existing Medium Density Residential (MD), Community Commercial (CC), Institutional (INST), Community Center (CPF), Fire Station (CPF), and Employment Center-50 (up to 50 employees per acre) designations. The Existing Community Plan Alternative would include approximately 264,000 s.f. of retail uses, 81,000 s.f. of office uses, 36 residential units, 15,000 s.f. of institutional uses, and a 21,000 s.f. community center. The existing Community Plan designations for the proposed project site would allow the development of 25 acres of CC uses, 6.1 acres of Employment Center uses, 3.5 acres of MD uses, 2.0 acres of INST uses, and 1.5 acres of GPF uses; whereas, at full buildout, the proposed project would include up to 448,449 s.f. of buildings that would include a mixture of retail and office uses. The Existing Community Plan Alternative would develop the same amount of acreage as the proposed project, but would provide more employment, residential, and public facility uses and less commercial/retail options.

*Facts in Support of Finding of Infeasibility*

The Existing Community Plan Alternative would result in the same significant impacts as the proposed project and would not meet the project objectives.

Reduced Intensity Alternative

The Reduced Intensity Alternative would include development of 25 acres of Community Commercial, as compared to the 38.1 acres of Community Commercial that would be developed with implementation of the project. In addition, the Reduced Intensity Alternative would include the development of 13.1 acres of MD. Under the

Reduced Intensity Alternative, only 264,000 s.f. of retail and office building space would be developed, as compared to 448,774 s.f. under the proposed project. Based on the Community Plan's assumption of a density of 12 dwelling units per acre (du/ac) for MD and the use of a gross to net multiplier of 0.85 to calculate MD units, the Reduced Intensity Alternative would be expected to result in 133 dwelling units.

*Facts in Support of Finding of Infeasibility*

The project objectives center around the development of a retail and office center to complete the intent of the NNCP. A reduction of the retail and office square footage would not allow the project objective to construct a 38-acre shopping center to be obtained. In addition, the project objectives do not include the construction of multifamily housing, as included in this alternative.

**G. Statement of Overriding Considerations:**

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in Chapters 4.0 through 4.5. The City Council further finds that it has balanced the economic, legal, social, technological, and other benefits of the Project against the remaining unavoidable environmental risks in determining whether to approve the Project and has determined that those benefits outweigh the unavoidable environmental risks and that those risks are acceptable. The City Council makes this statement of overriding considerations in accordance with Section 15093 of the CEQA Guidelines in support of approval of the Project.

**Statement of Overriding Considerations**:

Pursuant to Guidelines section 15092, the City Council finds that in approving the Project it has eliminated or substantially lessened all significant and potentially significant effects of the Project on the environment where feasible, as shown in the EIR and described in these Findings.

In the City Council's judgment, the Project and its benefits outweigh its unavoidable significant effects. The following statement identifies the reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects.

Any one of the stated reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason set forth in this Statement is supported by substantial evidence, the City Council finds that any individual reason is separately sufficient. This Statement is supported by the substantial evidence set forth in the Draft EIR, Final EIR and the Findings set forth above and in the documents incorporated by reference above.

The Project would provide a range of retail services that would serve the Natomas neighborhood on the west side of Interstate 5. The project would construct 403,489 square feet of retail uses that would provide both large format and neighborhood

serving retail uses, including restaurants. 44,600 square feet of office uses would be constructed, providing support for the retail and restaurant uses, and providing opportunities for residents to work and live in the same neighborhood.

The project has been designed to promote pedestrian walkability within the shopping area. The design includes a plaza to provide a gathering location for events.

The Project would construct retail uses on a site that is currently vacant. The Project will generate sales tax revenue for the City, which can be used to support City services and programs. The Project represents a significant capital investment in the City, and will generate substantial property tax revenue. The businesses locating in the Project will provide substantial employment opportunities in a variety of types of jobs in the retail, restaurant and office environments. Such employment provides steady income, thus supporting other businesses and provides stable employment and income that in turn support the local economy.

The Project site has been previously graded and disturbed. Development of the site with the identified uses utilizes a site that would not result in significant new impacts to biological resources. The Project will comply with the provisions of the Natomas Basin Habitat Conservation Plan.

The City Council has considered these benefits and considerations and has considered the potentially significant unavoidable environmental effects of the project. The City Council has determined that the economic, legal, social, technological and other benefits of the Project outweigh the identified impacts. The City Council has determined that the project benefits set forth above override the significant and unavoidable environmental costs associated with the project.

The City Council adopts the mitigation measures in the final Mitigation Monitoring and Reporting Program, incorporated by reference into these Findings, and finds that any residual or remaining effects on the environment resulting from the Project , identified as significant and unavoidable in the Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations. The City Council makes this statement of overriding considerations in accordance with §15093 of the CEQA Guidelines in support of approval of the project.

# 4 Mitigation Monitoring Plan

## 4.0 Introduction

Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Point West Plaza project. The project as approved includes mitigation measures. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the applicant.

## 4.1 Compliance Checklist

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the Environmental Impact Report for the Point West Plaza project prepared by the City of Sacramento. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Environmental Impact Report prepared for the proposed project.

The Point West Plaza project Environmental Impact Report presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of

construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Sacramento. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

During construction of the project, the City will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the City Development Services Department and will be thoroughly familiar with permit conditions and the MMP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Sacramento;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

## 4.2 Mitigation Monitoring Plan

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

**MITIGATION MONITORING PLAN**
**POINT WEST PLAZA**

| Impact Number | Impact | Mitigation Measure | Monitoring Agency | Implementation Schedule | Sign-off |
|---|---|---|---|---|---|
| **4.2 Transportation and Circulation** | | | | | |
| **Proposed Project** | | | | | |
| 4.2-1 | Intersections. | *4.2-1(a) Del Paso Road and I-5 southbound off-ramp intersection – the project applicant shall pay a fair share to install a new traffic signal. With the implementation of this mitigation measure, the LOS would improve to LOS A with 8.7 seconds of delay during the PM peak hour.* | Development Services Department & Department of Transportation | Prior to issuance of building permit | |
| | | *4.2-1(b) Del Paso Road and I-5 northbound off-ramp intersection – the project applicant shall pay a fair share to install a new traffic signal. With the implementation of this mitigation measure, the LOS would improve to LOS E with 65.8 seconds of delay during the PM peak hour, and LOS B with 13.4 seconds of delay during the Saturday peak hour.* | Development Services Department & Department of Transportation | Prior to issuance of building permit | |
| 4.2-5 | Freeway Ramp Queuing. | *4.2-5 Implementation of Mitigation Measure 4.2-1(a) would reduce the ramp queue in the PM peak hour to approximately 190 feet.* | Development Services Department & Department of Transportation | Prior to issuance of building permit | |
| **Existing Community Plan Alternative** | | | | | |
| 4.2-10 | Intersections. | *4.2-10(a) Del Paso Road and I-5 southbound* | Development | Prior to issuance of | |

**MITIGATION MONITORING PLAN**
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|---|---|---|---|---|---|
| | | *off-ramp intersection – Implementation of Mitigation Measure 4.2-1a. This mitigation measure would improve to operations to LOS A with 8.4 seconds of delay in the PM peak hour.* | Services Department & Department of Transportation | building permit | |
| | | *4.2-10(b) Del Paso Road and I-5 northbound off-ramp intersection – Implementation of Mitigation Measure 4.2-1b. This mitigation measure would improve to operations to LOS E with 63.5 seconds of delay during the PM peak hour.* | Development Services Department & Department of Transportation | Prior to issuance of building permit | |
| 4.2-14 | Freeway Ramp Queuing. | *4.2-14 Implementation of Mitigation Measure 4.2-1(a) would reduce the ramp queue in the PM peak hour to approximately 180 feet.* | Development Services Department & Department of Transportation | Prior to issuance of building permit | |
| **Proposed Project and Existing Community Plan Alternative** | | | | | |
| 4.2-16 | Construction. | *4.2-16 Prior to beginning of construction, a construction traffic and parking management plan shall be prepared by the applicant to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that acceptable operating conditions on local roadways* | Development Services Department & Department of Transportation<br>City Traffic | Prior to the beginning of construction | |

**MITIGATION MONITORING PLAN**
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| Impact Number | Impact | Mitigation Measure | Monitoring Agency | Implementation Schedule | Sign-off |
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| | | *and freeway facilities are maintained. At a minimum, the plan shall include:*<br><br>• *The number of truck trips, time, and day of street closures.*<br>• *Time of day of arrival and departure of trucks.*<br>• *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting.*<br>• *Provision of a truck circulation pattern.*<br>• *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas).*<br>• *Maintain safe and efficient access routes for emergency vehicles.*<br>• *Manual traffic control when necessary.*<br>• *Proper advance warning and posted signage concerning street closures.*<br>• *Provisions for pedestrian safety.* | Engineer | | |

**MITIGATION MONITORING PLAN**
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| Impact Number | Impact | Mitigation Measure | Monitoring Agency | Implementation Schedule | Sign-off |
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| | | *A copy of the construction traffic management plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.* | | | |
| | | **Cumulative Conditions** | | | |
| 4.2-18 | Local Roadways. | *4.2-18 Widening El Centro Rd to six lanes would mitigate the impact on this roadway to less than significant, but it is considered not feasible because El Centro Road is built to its ultimate width of 4 lanes facility as planned for in North Natomas Community Plan, and any further widening will impact existing development on the east side of El Centro Road and will be against the City of Sacramento Smart Growth policy and Street Pedestrian Friendly standards. Therefore, it would not be feasible to widen this roadway segment to a six-lane facility, and the project impact would remain* ***significant and unavoidable.*** | Development Services Department & Department of Transportation | N/A | |
| 4.2-19 | Freeway Mainline. | *4.2-19 The project applicant shall pay development fees for infrastructure projects as outlined in the North* | Development Services Department & | Pay NNFP and PFF fees prior to issuance of | |

**MITIGATION MONITORING PLAN**
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| Impact Number | Impact | Mitigation Measure | Monitoring Agency | Implementation Schedule | Sign-off |
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| | | *Natomas Financing Plan ("NNFP") as its required share of all freeway-related improvements. In addition to payment for freeway related improvements, ramps and interchanges, the North Natomas Finance Plan includes a share of the Downtown Natomas Airport Light Rail Extension (DNA) project costs. The DNA project provides future congestion relief for both the I-80 and I-5 freeways and is included in the Metropolitan Transportation Plan.*<br><br>*In conjunction with the North Natomas Community Plan ("NNCP") and the NNFP, in 1994, the City of Sacramento prepared the North Natomas Freeway-Related Improvements Study (the "Kittleson Report"), which analyzed freeway-related impacts associated with development of the NNCP. The Kittleson Report recommended various improvements to the freeway mainlines, auxiliary lanes and interchanges and estimated that 43 percent of the cost for the proposed improvements are attributable to North Natomas. The Kittleson Report was discussed in further detail in the NNFP, which, in order to implement the Kittleson* | Department of Transportation | building permit | |

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| | | *Report, provides that a portion of the PFF will be earmarked for the freeway-related improvements identified in the Kittleson Report.*<br><br>*Caltrans District 3 has a Draft District System Management Plan (DSMP) that includes I-5 and SR 99 improvement projects near the Natomas Crossing site. The DSMP is the Vision Document for the District and has a 20-year planning horizon. The anticipated completion years of various DSMP projects are:*<br><br>*Interstate 5*<br><br>*2006—Construct auxiliary lanes from Richards Blvd. to Garden Highway*<br>*2008—Construct northbound auxiliary lane from Del Paso Road to SR 99*<br>*2010—Add SR 99 southbound on-ramp lane to SR 99 / I-5 interchange*<br>*2010—HOV lanes from downtown Sacramento to I-5 / I-80 interchange*<br>*2016—Reconstruct I-5 northbound / I-80 eastbound ramp*<br>*2019—HOV connector between I-5 / I-80 interchange*<br>*2020—HOV lanes from downtown* | | | |

**MITIGATION MONITORING PLAN**
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| | | *Sacramento to Sacramento International Airport*<br>*2023—HOV lanes from I-80 to Sacramento International Airport*<br><br>*State Route 99*<br><br>*2012—Construct Elverta Road interchange*<br>*2015—Expand Elkhorn Blvd. interchange to accommodate Elkhorn Blvd's widening*<br>*2024—Construct lane in each direction from I-5 to Elkhorn Blvd.*<br>*Unknown—HOV lanes from I-5 interchange to SR 70*<br><br>*Interstate 80*<br><br>*2007—Install ramp metering, traffic monitoring systems, closed circuit TV installation, message signs, and upgrade count stations from Yolo County line to Longview Drive*<br>*2012—Construct HOV lanes from Yolo County line to Longview Drive/Watt Avenue*<br>*2012—Expand the West El Camino interchange on I-80 to 4 lanes and modify ramps* | | | |

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| | | *2012/13—Northgate to Norwood: add Auxiliary Lane*<br>*2013—Add HOV lane connectors between I-5 and I-80*<br>*2013—Revise existing interchange between I-80 and I-5*<br>*2015—I-80/Northgate: Extend the existing westbound off-ramp and add auxiliary lane to westbound on-ramp*<br>*2016—Reconstruct ramp from eastbound I-80 to northbound I-5.*<br><br>*Some of these proposed freeway improvement projects are included in Sacramento Area Council of Governments (SACOG) existing Metropolitan Transportation Plan (MTP) for preliminary engineering and environmental only. The MTP is a long-range plan that is based on growth and travel demand projections coupled with financial projections. The MTP lists hundreds of locally and regionally important projects. The MTP is updated every three years, at which time projects can be added or deleted. SACOG uses the plan to help prioritize projects and guide regional transportation project funding decisions. The projects included in the* | | | |

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| | | *MTP have not gone through the environmental review process and are not guaranteed for funding or construction. Regional traffic improvements have generally been funded in the past through bond measures, sales tax and other taxes rather than development fees.*<br><br>*The freeway improvement projects proposed by Caltrans are not currently approved and funded, but, consistent with the Kittleson Report, the applicant's payment of the PFF will satisfy its required share of the cost of such anticipated future improvements. Nevertheless, the prospects of the proposed freeway improvements ever being constructed remains uncertain due to funding priorities and on-going policy developments that my favor other approaches to addressing freeway congestion.*<br><br>*Consequently, payment of the PFF fees cannot assure that impacts at the freeway ramp junctions will be reduced to a less than significant level. To partially offset these impacts, the applicant will pay its required share of* | | | |

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| | | *freeway-related improvements by paying the PFF. Nevertheless, given the uncertainty regarding the timing and completion of the proposed freeway improvements and because the California Environmental Quality Act (Pub. Resources Code, §21000 et seq.) defines "feasible" for these purposes as capable of being accomplished in a successful manner with a reasonable period of time, taking into account economic, environmental, social, and technological factors (Pub. Resources Code, Section 21061.1), the impacts of the project on the freeway ramp junctions would remain* ***significant and unavoidable*** | | | |
| 4.2-22 | On-Site Circulation. | *4.2-22 Modify existing site plan to increase the northbound left turn storage lane on El Centro Road and Duckhorn Drive intersection, from 100 feet to 150 feet. Implementation of this mitigation measure should provide adequate storage for the left turn vehicles and avoid spillbacks that may affect the northbound through movements.* | Development Services Department & Department of Transportation | Prior to approval of final site plan | |
| | | **4.3 Noise** | | | |
| 4.3-1 | Construction Noise Impacts. | *4.3-1(a) Construction contractors shall locate fixed construction equipment such as* | Development Services | During construction | |

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| | | | *compressors and generators as far as possible from sensitive receptors. All impact tools shall be required to be shrouded or shielded, and all intake and exhaust ports on power construction equipment shall be muffled or shielded.* | Department | | |
| | | *4.3-1(b)* | *As required by the City Noise Ordinance, Section 8.68.080 E, construction activities shall occur between during the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 6:00 p.m. on Sunday.* | Development Services Department | During construction | |
| 4.3-4 | Stationary noise impacts from truck circulation loading docks and roof-top HVAC equipment. | *4.3-4(a)* | *The applicant shall construct a noise barrier along the western property line with six-foot-high and eight-foot-high sections, as shown in Figure 4.3-1. The final detailed design of the heights and limits of these barriers shall be confirmed by the Development Services Department at the time the final grading plan is submitted.* | Development Services Department | Final barrier design shall be confirmed in conjunction with submittal of final grading plan | |
| | | *4.3-4(b)* | *Prior to the approval of Improvement Plans, the applicant shall include in the plans a truck circulation route for semi-tractor trailers that shall* | Development Service Department | Prior to approval of improvement plans | |

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| | | *restrict deliveries to the truck route along the western property line, behind the two major commercial pads.* | | | |
| | | *4.3-4(c) The building construction plans shall include the design of all buildings adjacent to the western property line to include roof-top parapets along the west side, for review and approval by the City Building Official. Large retail stores are required to have a minimum parapet height of five feet and small retail stores are required to have a minimum parapet height of three feet.* | City Building Official | In conjunction with submittal of building construction plans | |
| | | **4.4 Air Quality** | | | |
| 4.4-1 | Short-term increases of construction-generated emissions of criteria air pollutants and odors. | *4.4-1(a) The project shall provide a plan for approval by the Department of Development Services, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20-percent NOX reduction and 45-percent particulate reduction compared to* | Department of Development Services<br><br>SMAQMD | Prior to issuance of a grading permit | |

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| | | *the most recent CARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.* | | | |
| | | *4.4-1(b) The project applicant shall submit to the Department of Development Services and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which construction operations do not occur. At least 48 hours before subject heavy-duty off-road equipment is used, the project representative shall provide the SMAQMD with the anticipated* | Development Services Department<br><br>SMAQMD | Prior to issuance of a grading permit | |