



REPORT TO COUNCIL 18

City of Sacramento

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

Consent
June 12, 2007

Honorable Mayor and
Members of the City Council

Title: Pass For Publication -- Northgate 880 / Panhandle (M05-031 / P05-077)

Location/Council District: Adjacent to Council District 1

Recommendation: 1) Review an Ordinance adding Chapter 17.102 to Title 17 of the Sacramento City Code (the Zoning Code) establishing the Northgate 880 Special Planning District (M05-031); 2) Review an Ordinance assigning the districts established by the Comprehensive Zoning Ordinance (Title 17 of the City Code) for the Northgate 880 area on 835± acres; 3) Review an Ordinance relating to the approval of a Development Agreement between the City of Sacramento and Dunmore Land Company, LLC., the Richter-Kazer 1993 Irrevocable Trust, BD Properties, LLC, and Tasso Peter Cononelos; 4) Review an Ordinance relating to the approval of a Development Agreement between the City of Sacramento and the Marie Krumenacher Trust, the Alice Krumenacher Trust, and Vaquero Land Holdings, LLC.; 5) Review an Ordinance assigning the districts established by the Comprehensive Zoning Ordinance (Title 17 of the City Code) for the Panhandle project on 594± acres ; 6) Pass for publication the Ordinance titles as required by Sacramento City Charter 32c; 7) Review the associated Resolutions; and 8) Continue to June 26, 2007 for adoption.

Contact: Scot Mende, New Growth Manager, 808-4756; Arwen Wacht, Associate Planner, 808-1964

Presenters: Scot Mende and Arwen Wacht

Department: Planning

Division: New Growth

Organization No: 4913

Description/Analysis

Issues: Most of the land within the Northgate 880 area (M05-031 – generally south of Del Paso Road) has already been developed with industrial uses. Staff is proposing land use designations that will generally be consistent with the land use designations and existing development already in place in the County.

The applicants for the Panhandle area (P05-077 – north of Del Paso Road) are requesting to re-configure the land use designations to make them consistent with the applicant's proposal, which is primarily residential, parks/open space,

general public facilities, and commercial development. The following issues have been identified and discussed in the Planning Commission report and/or attachments, and the environmental document:

- Loss of open space acreage and buffers (along Elkhorn Boulevard and Sorento Road).
- Lack of executive housing and density increases.
- Impacts to existing residents to the east (Valley View Acres) and west (Northpointe Park).
- Traffic issues.
- Land use, vehicular, pedestrian, and bicycle interaction with Sorento Road.
- Provisions of adequate municipal services in North Natomas.
- Flood and drainage issues.
- Concerns (location of affordable units and lack of for-sale affordable housing) about the proposed Inclusionary Housing Plans.

Staff's presentation to the City Planning Commission is included as Attachment 21 to this report. The presentation provides an abbreviated description of the project and the issues that have been discussed.

Policy Considerations: The Northgate 880 proposal (M05-031) is consistent with the General Plan goal to initiate annexations which preserve neighborhood identities and are consistent with the General Plan and Community Plan land use policies. The proposal is also consistent with the North Natomas Community Plan policy to support the annexation of unincorporated lands within the Community Plan area and implement this plan throughout the plan area.

The Panhandle proposal (P05-077) is consistent with General Plan goals, including: providing adequate housing opportunities for all income households and development in the City's new growth area that promotes efficient growth patterns and public service extensions, consistent with adjacent developments. The project is also consistent with the North Natomas Community Plan policies to accommodate projected growth while enhancing the existing attractive features of the community, provides adequate housing opportunities to attract new residents and employment centers, and increase the supply of decent and safe and affordable housing. The proposal is not consistent with several policies specific to agricultural buffers, open space, and greenbelts. Discussion regarding these policies is included in the attached Planning Commission report (see Attachment 1).

Strategic Plan Implementation: The recommended action conforms with the City of Sacramento Strategic Plan, specifically by adhering to policies that provide a mix of land uses, create a range of housing opportunities and choices with a diversity of affordable housing near employment centers, and promote multi-modal transportation and land use patterns that support walking, cycling, and public transit.

Committee/Commission Action: On May 24, 2007, the Planning Commission heard 3 hours of testimony and voted to continue the project. The Planning

Commission is anticipated to conclude the hearing and issue a recommendation at the June 14, 2007 meeting date. Staff will orally report the outcome of that meeting.

On June 5, 2007, the Law & Legislation Committee recommended approval of the proposed Special Planning District Ordinance for the Northgate/880.

Environmental Considerations: In accordance with CEQA Guidelines, Section 15081, Environmental Planning Services (EPS) determined that an EIR should be prepared for the proposed project. The Draft EIR identified significant impacts for Land Use and Open Space, Agricultural Resources, Population/Housing/Employment, Traffic and Circulation, Air Quality, Noise, Hazards/Risk of Upset, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hydrology and Water Quality, Visual Resources, and Public Services and Utilities.

Mitigation measures were identified to reduce many project impacts to a less than significant impact. However, significant and unavoidable impacts remain for Land Use, Agricultural Resources, Population/Housing/Employment, Traffic and Circulation, Air Quality, Noise, Hydrology and Water Quality, Visual Resources, and Public Services and Utilities.

A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached (Exhibit 1B).

The Draft EIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on November 3, 2006 and ending on December 16, 2006.

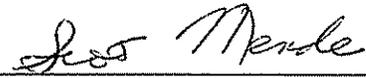
The comment letters and responses to comments are included in the Final EIR. The FEIR responds to all comments received on the Draft EIR and revises text and/or analysis where needed.

Rationale for Recommendation: Overall, the proposals are consistent with the General Plan and North Natomas Community Plan policies on annexation, development, and land use.

Financial Considerations: The finance plan provides for \$8 Million for underfunded North Natomas facilities including the Library, Community Center and Transit Stations. In addition, \$3.6 Million is provided for the North Natomas Regional Park (to be applied to the HCP fees and capital improvements). \$68 Million is provided for on-site public infrastructure including parks; 100% of the park maintenance costs will be funded by the development. In total, the per Unit Total Average Fee Burden is \$44,100 - which amounts to 14% of the sales price.

A Tax Revenue Sharing Agreement has been negotiated that provides that the property tax in the annexed area be pooled and split equally between the City and County General Funds. Additionally, the County will keep the approximately \$3 million in annual sales tax revenue currently generated in the Northgate /880 business park. The Rio Linda Elverta Recreation & Park District will continue to receive its current property tax revenue stream from the Northgate/880 business park, plus a 2% annual increase.

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

Respectfully Submitted by: 
Scot Mende
New Growth Manager

Approved by: 
Carol Shearly
Director of Planning

Recommendation Approved:


Ray Kerridge
City Manager

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ATTACHMENT 1 – MAY 31, 2007 CITY PLANNING COMMISSION STAFF REPORT



**REPORT TO
PLANNING COMMISSION
City of Sacramento**
915 I Street, Sacramento, CA 95814-2671

3

PUBLIC HEARING
May 31, 2007

To: Members of the Planning Commission

Subject: Northgate 880 (M05-031) / Panhandle (P05-077)

A request to allow the annexation of 1,429 7± acres and the future development of 594 7± acres into the City of Sacramento.

- A. **Environmental Determination: Environmental Impact Report (EIR);**
- B. **Mitigation Monitoring Plan;**
- C. **Reorganization** – Annexation to City of Sacramento and detachment from Rio Linda - Elverta Recreation and Parks District; Natomas Fire Protection District; County Service Area #1; and Sacramento County Water Maintenance District Zone #40;
- D. **Tax Exchange Agreement** between the City of Sacramento and the County of Sacramento;

(M05-031 Generally South of Del Paso Road)

- E. **General Plan Map Amendment** to re-designate 835± acres from Rural Estates (RE), Low Density Residential (LDR), Heavy Commercial or Warehouse (HCW), Mixed Use (MU), Water (W), and Roadways to Special Planning District (SPD), Water (W), and Roadways;
- F. **North Natomas Community Plan Text Amendment** to add references for the Northgate 880 Special Planning District;
- G. **North Natomas Community Plan Map Amendment** to re-designate 835± acres from Rural Estates (RU), Low Density Residential (LDR), Medium Density Residential (MDR), Light Industrial (LI), Employment Center (EC-30), Parks/Open Space (POS), Roadways to Northgate 880 Special Planning District (N880-SPD), Parks/Open Space (POS), and Roadways;
- H. **Zoning Code Text Amendment** to add a new chapter to Title 17 of the City Code relating to the establishment of the Northgate 880 Special Planning District (N880-SPD);
- I. **Prezone** of 835± acres from the Flood (F - County), Light Industrial (M1 - County), Light Industrial – Flood Combining Land Use (M1F – County), Industrial Office Park (MP – County), and Industrial Office Park – Flood Combining Land Use (MPF – County) zones to the Flood (F) and Light Industrial Northgate 880 Special Planning District (M-1-N880-SPD) zones;

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(P05-077 - North of Del Paso Road)

- J. **Development Agreement** between the City of Sacramento and Dunmore Land Company, LLC;
- K. **Development Agreement** between the City of Sacramento and Vaquero Land Holdings, LLC;
- L. **Finance Plan**;
- M. **Inclusionary Housing Plan** (Panhandle North - Vaquero);
- N. **Inclusionary Housing Plan** (Panhandle Central and South - Dunmore);
- O. **Inclusionary Housing Plan** (Grant Joint Union High School District);
- P. **General Plan Map Amendment** to re-designate 594.7± acres (north of Del Paso Road) from Low Density Residential (LDR), Medium Density Residential (MDR), Parks-Recreation-Open Space, and Public/Quasi-Public to Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Public/Quasi-Public-Miscellaneous (PQPM), Parks-Recreation-Open Space (PROS), and Community/Neighborhood Commercial and Offices (CNCO);
- Q. **North Natomas Community Plan Text Amendment** to amend sections specific to Open Space;
- R. **North Natomas Community Plan Map Amendment** to re-designate 594.7± acres (north of Del Paso Road) from Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Parks-Open Space (P-OS), and General Public Facilities (GPF) to Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Parks-Open Space (P-OS) (a reduction in acreage), General Public Facilities (GPF), Neighborhood Convenience Commercial (NCC), and Village Commercial (VC);
- S. **Prezone** of 594.7± acres (north of Del Paso Road) from Permanent Agricultural Extensive Land Use (AG-80 - County) to the Standard Single-Family Planned Unit Development (R-1-PUD), Single-Family Alternative Planned Unit Development (R-1A-PUD), Multi-Family Planned Unit Development (R-2A-PUD), Multi-Family Planned Unit Development (R-2B-PUD), Multi-Family Planned Unit Development (R-3-PUD) zone, Multi-Family Planned Unit Development (R-3A-PUD) zone, Agriculture-Open Space Planned Unit Development (A-OS-PUD), Limited Commercial Planned Unit Development (C-1-PUD), and General Commercial Planned Unit Development (C-2-PUD) zones;
- T. **Planned Unit Development (PUD) Establishment** to create PUD Guidelines and a Schematic Plan for the Panhandle Planned Unit Development (PUD);
- U. **Tentative Master Parcel Map (Panhandle North - Krumenacher)** to subdivide 129.2± acres into 17 master parcels;
- V. **Tentative Subdivision Map (Panhandle North - Krumenacher)** to subdivide 129.2± acres into single family, condominium, medium density residential, common area, park, open space, and landscape lots;
- W. **Subdivision Modifications (Panhandle North - Krumenacher)** to modify radius, tangent length, alley width, allow the use of CSD -1 standards, sewer and storm drain placement, street sections, exclude sidewalk along one side of a roadway, rolled curb and gutter, and to allow asphalt surface on private alleys;
- X. **Tentative Master Parcel Map (Dunmore)** to subdivide 389.2± acres into 39 master parcels;

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- Y. **Tentative Subdivision Map (Panhandle Central - Dunmore)** to subdivide 136.4± acres into single family, high density residential, medium density residential, commercial, condominium, park, detention basin, open space, and landscape lots;
- Z. **Subdivision Modifications (Panhandle Central - Dunmore)** to modify alley width, to allow the use of CSD-1 standards, sewer and storm drain placement, street intersection tangent, street sections, exclude sidewalk along one side of a roadway, rolled curb and gutter, and to allow asphalt surface on private alleys;
- AA. **Tentative Subdivision Map (Panhandle South - Dunmore)** to subdivide 252.7± acres into single family, commercial, high density residential, medium density residential, condominium, school, park, landscape/paseo, open space, private landscape, and private recreation center lots;
- BB. **Subdivision Modifications (Panhandle South - Dunmore)** to modify radius, intersection offset, tangent length, modified grid pattern, alley width, to allow the use of CSD-1 standards, location of sewer and storm drain, street sections, rolled curb and gutter, to allow asphalt surface on private alleys;

Location/Council District:

South of Elkhorn Boulevard, north of Interstate 80, west of Northgate Boulevard and Sorento Road, and east of Gateway Park Boulevard and the Northpointe Park Planned Unit Development, Sacramento, CA 95834 and 95835

Assessor's Parcel Numbers: 201-0320-016 and -018 through -021; 225-0050-003, -016, -020 through -022; 225-0060-021, -032 through -034, -040 through -042, -054 through -059, -061, and -066 through -068; 225-0941-001, -025, -027 through -029, -032 through -034, -036 through -038, -046 through -048, and -050 through -054; 225-0942-001, -006, -023 through -025, -028, -034, -035, -038 through -049, -051 through -054, 225-0943-001, -011, -016, -020, -023, -026 through -032, -034 through -037, 225-0944-002, -031 through -033, -042, -043, -054, -056, -057, -060, -064, -065, -068, -071, -073, -076, -078, -080 through -085, -091, -096 through -111, -114, and -115; 225-2310-001 through -007; 237-0011-016, -028, -029, -037, -046, -047, -049 through -057, -060 through -067, and -069 through -072; 237-0012-011 through -013; 237-0013-002; 237-0014-001; 237-0015-003, and -006 through -013; 237-0031-039; 237-0410-010, -011, -014 through -017, -019, -020, -024 through -027, -029 through -034, and -037 through -045; 237-0420-001, -007, -011 through -016, -018, -021, -022, -028 through -030, -032 through -045, and -048; 237-0600-001 through -008

Council District: Will be within District 1 (Currently Outside of the City Limits)

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. Staff recommends the Commission approve items A through B and U through BB above and forward to City Council a recommendation of approval for items C through T. Staff also recommends that the Commission direct the applicants to modify their proposal to provide additional buffer land between the proposed Panhandle development and the existing rural estates properties to the east (Valley View Acres). The Commission's action on items A-B and U-BB are appealable to City Council.

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Contact: Scot Mende, New Growth Manager, (916) 808-4756
 Arwen Wacht, Associate Planner (916) 808-1964

Applicant: City of Sacramento, 915 I Street, Sacramento, CA 95814 (M05-031)
 Vaquero Land Holdings, LLC, 4855 Ketchum Court, Granite Bay, CA 95746 (P05-077)
 Dunmore Homes, LLC, 8781 Sierra College Boulevard Granite Bay, CA 95746 (P05-077)

Owner: Various (see Attachment 4)

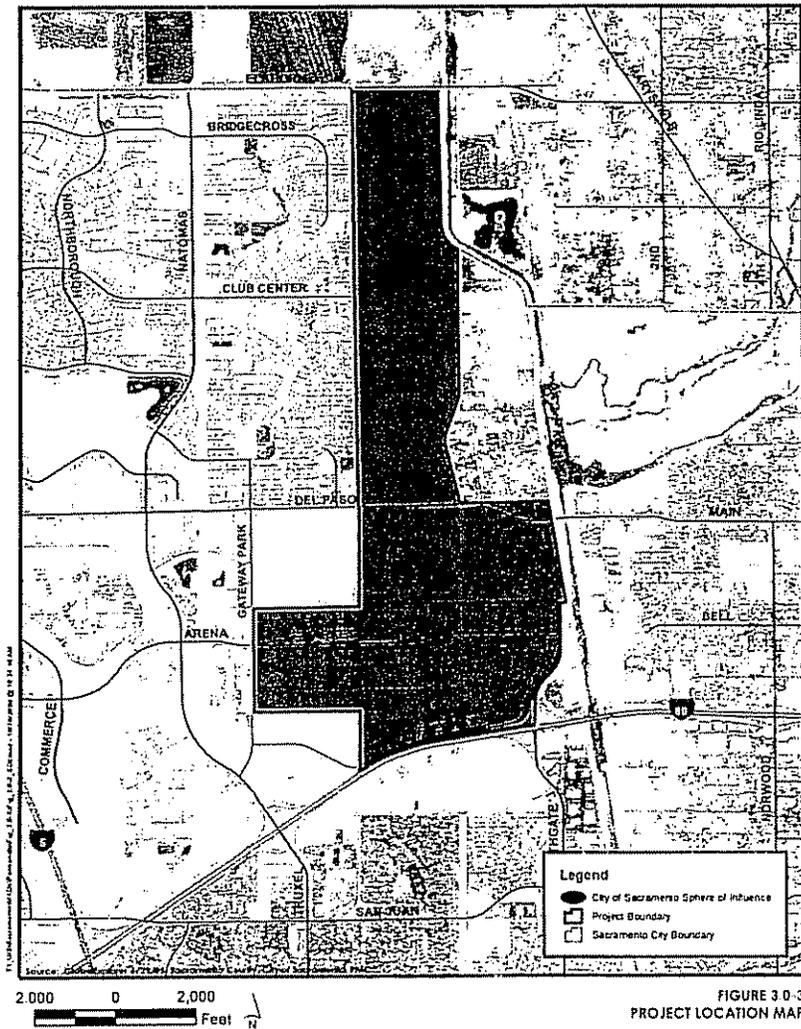
Summary: This project is comprised of two parts: the Northgate 880 portion (M05-031) and the Panhandle portion (P05-077). The entire project area is included in the Reorganization/Annexation and Tax Exchange Agreement requests. The Northgate 880 portion (M05-031) consists of the mostly developed industrial area located south of Sotnip Road and Del Paso Road. The Northgate 880 proposal includes requests for a General Plan Amendment, North Natomas Community Plan Text and Map Amendment, Zoning Code Text Amendment, and Prezone for this area. These requests are being proposed to make the land use designations consistent with the land uses that are already in place, which are primarily industrial, commercial, and office developments.

The Panhandle portion (P05-077) consists of the vacant farmland located between Elkhorn Boulevard and Del Paso Road. The Panhandle proposal includes requests for a Finance Plan, Development Agreements, Inclusionary Housing Plans, General Plan Map Amendment, North Natomas Community Plan Text and Map Amendments, Prezone, Planned Unit Development Establishment, Tentative Master Parcel Maps, Tentative Subdivision Maps, and Subdivision Modifications for this area. These requests are being made to re-configure the land use designations to be consistent with the applicant's proposal, which is primarily residential, parks/open space, general public facilities, and commercial development.

Table 1a: Project Information Northgate 880 (M05-031)
General Plan designation: Rural Estates, Low Density Residential (4-15 dwelling units per net acre); Mixed Use; Heavy Commercial or Warehouse; and Water
North Natomas Community Plan designation: Rural Estates, Low Density Residential (3-10 dwelling units per net acre); Medium Density Residential (7-21 dwelling units per net acre); Employment Center (30 employees per acre); Light Industrial; and Parks/Open Space
Existing zoning of site: Flood (F - County), Light Industrial (M1 - County), Light Industrial – Flood Combining Land Use (M1F – County), Industrial Office Park (MP – County), and Industrial Office Park – Flood Combining Land Use (MPF – County)
Existing use of site: industrial, commercial, office
Property area: 835± gross acres

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Table 1b: Project Information Panhandle (P05-077)
General Plan designation: Low Density Residential (4-15 dwelling units per net acre); Medium Density Residential (16-29 dwelling units per net acre); Parks-Recreation-Open Space; and Public/Quasi-Public/Miscellaneous
North Natomas Community Plan designation: Low Density Residential (3-10 dwelling units per net acre); Medium Density Residential (7-21 dwelling units per net acres); High Density Residential (11-29 dwelling units per net acre); Parks/Open Space; and General Public Facilities
Existing zoning of site: Permanent Agricultural Extensive Land Use (AG-80 - County)
Existing use of site: single-family residence (Krumenacher); cellular tower
Property area: 594.7± gross acres

Background Information: On December 12, 2000, the City Council adopted a resolution (2000-734) initiating the Frying Panhandle Annexation (Reorganization) (M00-066). After several attempts to schedule this annexation project at Planning Commission, it was eventually withdrawn by staff, because of opposition from JB Company - the principal land owner south of Del Paso Road. JB Company had objected to proposed rezoning that would have created non-conforming uses and prohibited certain types of development in the City that would have been allowed by right in the County. Also, the City was unable to provide reasonable assurances to JB Company that their tax burden would not increase upon annexation.

At the direction of City Council, the Panhandle Working Group was formed to attempt to achieve consensus on various issues, in order to guide growth within the Panhandle area. The Panhandle Working Group met eighteen (18) times within a ten (10) month period. A draft of the planning principles was created, but the group was unable to reach a consensus on the principles for developing the Panhandle area. The last draft of the planning principles is attached to this report (see Attachment 5).

Public/Neighborhood Outreach and Comments: The proposal was routed to the following neighborhood associations: Creekside Natomas Neighborhood Association (CNNA); Environmental Council of Sacramento (ECOS); Heritage Park; Heritage Park HOA; Natomas Chamber of Commerce; Natomas Community Association (NCA); Natomas Crossing HOA; Natomas Crossing Community Vision (NCCV); Natomas Journal; Natomas Park Master Association; North Natomas Alliance (NNA); North Natomas Community Association (NNCA); North Natomas Study Group (NNSG); River Oaks Community Association (ROCA); Sacramento Tree Foundation; Sundance Lake HOA; Valley View Acres Community Association (VVACA); WalkSacramento; Westlake Group; Westlake Master Association; West Natomas Community Association (WNCA); Westside Community Association (WCA); Witter Ranch; Jo Anne Whitsett; and Parks Citizens Advisory Committee (CAC).

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The applicant presented the proposed project to the public at several meetings, including the Panhandle Working Group meetings, Natomas Chapter Partnership for Active Communities, North Natomas Alliance, public scoping meetings, Valley View Acres Community Association, Panhandle community open house meeting, and several applicant/neighborhood meetings. A list of these public meetings/opportunities for public comment was provided by the applicant and is attached as Attachment 6.

The Natomas Community Association (NCA) provided comments on the project in an e-mail dated November 28, 2005. The e-mail is attached as Attachment 7 of this report, and a summary of their comments is provided below:

- o The amount of park open space should be calculated by the Quimby Act, in addition to the land already designated as open space buffer.
- o Concerned that the loss of the open space buffer on the eastern side of the project site will not adequately protect the existing rural estates land uses to the east.
- o Concerned that the proposal does not include executive housing (move-up housing).
- o Concerned that the project's street lighting will negatively affect the adjacent rural estates properties to the east.
- o Cumulative impacts from Joint Vision and up-zones, need to be evaluated.
- o Concerns about detention basin locations.
- o No access to Sorento Road should be provided.
- o Commercial uses should not be provided along Del Paso Road.
- o Concerns about increases in density from what is currently designation in the North Natomas Community Plan.
- o Buffers need to be provided between mixed housing densities.
- o The proposal is not consistent with the Wolf Ranch Wildlife refuge and other amenities.
- o The cumulative impacts of the proposal need to be evaluated, especially as it affects traffic.

The Natomas Park Master Association (NPMA) provided the following comments:

- "Please stay true to the principles developed by the Panhandle Working Group "
- "We are opposed to the high density apartments by the charter school. Would like the developer to present the project to the association "

The North Natomas Alliance (NNA) provided comments on the project in an e-mail on August 21, 2005. The e-mail is attached at Attachment 8 of this staff report, and a summary of their comments is provided below:

- o Overall residential densities are acceptable. However, they believe this project would have been a good location for lower density, move-up or executive housing, which is currently lacking in the area.

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Item #3

Subject: Northgate 880 (M05-031) / Panhandle (P05-077)

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- o Appreciate the placement of low-density residential, parks, and open space adjacent to the existing Natomas Park and Regency Park neighborhoods to the west
- o Concerned about the elimination of open spaces buffers along the eastern and northern boundaries
- o Would be concerned if National Drive is downgraded from four lanes to two lanes.
- o Concerned about connections being provided into the Natomas Park and Regency Park neighborhoods

The Regency Park Neighborhood Association (RPNA) provided comments on February 5, 2007 (see Attachment 9). Their comments are summarized below:

- o The proposed reduction in parks-open space acreage is unacceptable
- o The increase in housing density would result in a higher loss of life and property in case of a flood disaster
- o The increase in housing density would decrease the already low level of municipal, governmental, and community services in North Natomas.

The Valley View Acres Homeowners Association (VAHOA) provided comments on February 20, 2006 (see Attachment 10). Their comments are summarized below:

- o Concerned about decreases in low density residential acreage.
- o Concerned about increases in medium density residential acreage
- o Concerned about decreases in parks/open space acreage

Staff has also received concerns about the following issues: the proposed grade change between the existing single-family residences to the west and the Panhandle project site; drainage for the Valley View Acres area; and the loss of the buffer area adjacent to the Western Area Power Authority (WAPA) corridor. These issues and the issues identified previously are addressed throughout this staff report and within the environmental document

Environmental Considerations: In accordance with CEQA Guidelines, Section 15081, Environmental Planning Services (EPS) determined that an EIR should be prepared for the proposed project. The Draft EIR identified significant impacts for Land Use and Open Space, Agricultural Resources, Population/Housing/Employment, Traffic and Circulation, Air Quality, Noise, Hazards/Risk of Upset, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hydrology and Water Quality, Visual Resources, and Public Services and Utilities.

Mitigation measures were identified to reduce many project impacts to a less than significant impact. However, significant and unavoidable impacts remain for Land Use, Agricultural Resources, Population/Housing/Employment, Traffic and Circulation, Air

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Quality, Noise, Hydrology and Water Quality, Visual Resources, and Public Services and Utilities

A Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and required implementing actions was prepared and is attached (Exhibit 1B).

The Draft EIR was prepared and released for a forty-five (45) day public review period, established by the State Clearinghouse, beginning on November 3, 2006 and ending on December 16, 2006. A public notice was placed in the Daily Recorder on November 3, 2006, which stated that the Panhandle Annexation and PUD Draft EIR was available for public review and comment. A public notice was posted with the Sacramento County Clerks Office on November 3, 2006. A Notice of Availability (NOA) dated November 2, 2006 was distributed to all interested groups, organizations, and individuals on November 3, 2006, 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, 2101 Arena Blvd., Suite 200, Sacramento, CA 95834. The NOA also indicated that the official forty-five day public review period for the Draft EIR would end on December 18, 2006.

Comment letters on the Draft EIR were received from California Department of Water Resources (Christopher Huit); Public Utilities Commission (Kevin Boles); Wright Law Office (on behalf of Robla School District) (William M. Wright); Sacramento Flood Control Agency (John A. Bassett); Office of Historic Preservation (Milford Wayne Donaldson); Rio Linda School District (Frank S. Porter); California Department of Transportation (Bruce deTerra); Rio Linda-Elverta Recreation and Park District (Don Schatzel); County of Sacramento Planning and Community Development Department (Robert Sherry); Sacramento Local Agency Formation Commission (Don J. Lockhart); Sacramento Metropolitan Air Quality Management District (Jeanne Borkenhagen); Joe and Angela Angel (residents); Valley View Community Association (Anthony Trujillo and others); Watson, Khadadourian, and Iams, LLP (Franklin T. Watson); Brigit S. Barnes and Associates (Brigit Barnes); WALKSacramento (Anne Geraghty); SABA (Walt Seifert); and Natomas Community Association, Sierra Club, Environmental Council of Sacramento, and Friends of the Swainson's Hawk (Barbara Graichen and others). The comment letters and responses to comments are included in the Final EIR. The FEIR responds to all comments received on the Draft EIR and revises text and/or analysis where needed.

Policy Considerations:

Habitat Conservation Plan (HCP): The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.

The NBHCP is a conservation plan supporting application for incidental take permits (ITP's) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote

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Attachments:

Attachment 1	Recommended Findings of Fact and Conditions of Approval
Exhibit 1A	CEQA Findings of Fact and Statement of Overriding Considerations for the Northgate 880 / Panhandle Project
Exhibit 1B	Mitigation Monitoring Plan
Exhibit 1C	Draft Reorganization Resolution
Exhibit 1D	Draft General Plan Map Amendment Resolution (M05-031)
Exhibit 1E	Draft NNCP Text Amendment Resolution (M05-031)
Exhibit 1F	Draft NNCP Map Amendment Resolution (M05-031)
Exhibit 1G	Draft Zoning Code Text Amendment Ordinance (M05-031)
Exhibit 1H	Draft Prezone Ordinance (M05-031)
Exhibit 1I	Draft Development Agreement Ordinance (Dunmore)
Exhibit 1J	Draft Development Agreement Ordinance (Vaquero)
Exhibit 1K	Inclusionary Housing Plan Letter from SHRA dated May 14, 2007
Exhibit 1L	Draft Inclusionary Housing Plan Resolution (Vaquero)
Exhibit 1M	Draft Inclusionary Housing Plan Resolution (Dunmore)
Exhibit 1N	Draft Inclusionary Housing Plan Resolution (Grant)
Exhibit 1O	Draft General Plan Amendment Resolution (P05-077)
Exhibit 1P	Draft NNCP Text Amendment Resolution (P05-077)
Exhibit 1Q	Draft NNCP Map Amendment Resolution (P05-077)
Exhibit 1R	Draft Prezone Ordinance (P05-077)
Exhibit 1S	Draft Panhandle PUD Establishment Resolution (P05-077)
Exhibit 1T	Tentative Master Parcel Map Exhibit (Panhandle – Krumenacher)
Exhibit 1U	Tentative Master Parcel Map Exhibit (Panhandle – Dunmore)
Exhibit 1V	Tentative Subdivision Map Exhibit (Panhandle North – Krumenacher)
Exhibit 1W	Tentative Subdivision Map Exhibit (Panhandle – Dunmore Central)
Exhibit 1X	Tentative Subdivision Map Exhibit (Panhandle – Dunmore South)
Attachment 2	Vicinity Map
Attachment 3	Land Use & Zoning Map
Attachment 4	Property Owner List
Attachment 5	Panhandle Working Group Draft Principles
Attachment 6	Panhandle Presentation List
Attachment 7	NCA Comments Dated November 28, 2005
Attachment 8	NNA Comments Dated August 21, 2005
Attachment 9	RPNA Comments Dated February 5, 2007
Attachment 10	VVAHOA Comments Dated February 20, 2006

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biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. HCP fees have not been paid for this site.

Smart Growth Principles: Sacramento City Council adopted a set of Smart Growth Principles in December 2001 in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. The Smart Growth Principles encourage:

- Providing a mix of land uses;
- Create a range of housing opportunities and choices with a diversity of affordable housing near employment centers;
- Concentrating new development and targeting infrastructure investments within the urban core of the region;
- Fostering a walkable community;
- Multi-modal transportation and land use patterns that support walking, cycling, and public transit
- Provide a variety of transportation choices for people to bike, walk, take transit, or drive

The Panhandle project (P05-077) is designed to incorporate many elements of the Smart Growth Principles listed above. The subdivision will be located in an area designated for urban development. The streets are designed to provide adequate connections for multi-modal transportation and the house plans will contribute to a pedestrian friendly streetscape. The streets will be developed with the City's 53' wide Pedestrian Friendly Street Standards, contributing to an inviting walking environment. A greenbelt with a bike/pedestrian path is being proposed along the WAPA corridor that runs north and south through the project site and the applicant is proposing a number of high quality parks through out the project site.

Reorganization: A reorganization is being proposed which includes an annexation into City of Sacramento and detachment from the Rio Linda-Elverta Recreation and Parks District; Natomas Fire Protection District; County Service Area #1; and Sacramento County Water Maintenance District Zone #40 (see Exhibit 1C).

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Tax Exchange Agreement: The City and County will need to adopt a Property Tax Exchange Agreement. The Agreement (currently under negotiation) will address the property and sales tax split between the City and County. LAFCo is not a party to the property tax negotiations. However, the City and County must present resolutions adopted by each entity agreeing to accept the exchange of property tax revenues before LAFCo can conduct public hearings on the annexation proposal [Section 99(b)(1)(B)(6) of the Revenue & Taxation Code]

Development Agreement: Two Development Agreements are being proposed for the land area north of Del Paso Road (P05-077): one (1) for the land controlled by Vaquero Land Holdings, LLC and one (1) for the land controlled by Dunmore Land Company, LLC. The standard Development Agreement format, approved by the City Council on August 9, 1994, (Resolution No. 94-494), has been used by the applicant and the exhibits have been provided for the specific project. The draft Ordinances and Development Agreements for this project are included with this staff report (Exhibits 1I and 1J). The applicant is coordinating with the City Attorney's Office to complete the Development Agreements. Planning staff recommends the Planning Commission recommend approval of the Development Agreements and forward them to the City Council.

Inclusionary Housing Plan: The Panhandle project (P05-077) is located in North Natomas, which is identified in the City of Sacramento General Plan as a new growth area subject to the requirements of the Mixed Income Housing Ordinance. The City of Sacramento adopted a Mixed Income Housing Policy on June 27, 2000, as part of its Housing Element of the General Plan. That policy was implemented by adoption of a Mixed Income Housing Ordinance on October 3, 2000, that established what is commonly called an Inclusionary Housing Program. (Ordinance No. 2000-039) The purpose of the program is to assist the City to achieve a diverse and balanced community with housing available for households of all income levels. Qualified projects are required to prepare an Inclusionary Housing Plan to provide a percentage of single-family and multi-family residential units for the benefit of low and very low-income levels.

The Panhandle project is subject to the requirements of the Mixed Income Housing Ordinance. The applicants have coordinated with the Sacramento Housing and Redevelopment Agency (SHRA) and the City to develop three Inclusionary Housing Plans. They are attached to this staff report as Exhibits 1L, 1M, and 1N. The applicant is proposing to locate all 462 of the required affordable units within the project site as "rental" units for both low and very low income units. The "rental" units will be located in four High Density Residential parcels throughout the project site (Parcels 1, 9, 16, and 29). SHRA and City Planning staff have recommended that the applicant satisfy some portion of their inclusionary obligation with an ownership product. The applicants have chosen to satisfy their obligation with three family and one senior rental complexes, and SHRA and City staff have found the applicants' proposed Inclusionary Housing Plans acceptable.

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General Plan: The Northgate 880 (M05-031) project site is currently designated as Rural Estates (RU), Low Density Residential (4-15 du/ac), Heavy Commercial or Warehouse (HCW), Mixed Use (MU), and Water (W) in the General Plan. The proposal includes amending the General Plan map to remove these land use designations and replace it with Special Planning District (SPD) and Water (W) designations. The majority of the project site is already built out with industrial and heavy commercial uses that are consistent with the existing zoning in the County. The City does not have a General Plan land use designation that is completely consistent with the existing uses, therefore staff is proposing to establish the Northgate 880 Special Planning District (SPD) for this area. This SPD will provide consistency between the existing land uses and County land use designations and the proposed City land use designations.

Table 2a shows the existing and proposed General Plan land use designations. It also shows the number of residential units anticipated under the existing General Plan and proposed General Plan designations. The number of residential units assumed under the existing General Plan designation is based upon the maximum number of units allowed in that designation.

Table 2a
Northgate 880 (M05-031)
Existing and Proposed General Plan Designations

Designation	Existing		Proposed		Difference	
	acres	units	acres	units	Acres	units
Rural Estates	11.0	22	0.0	0	-11.0	-22
Low Density Residential (4-15 du/ac)	43.0	645	0.0	0	-43.0	-645
Mixed Use	307.0	2,225	0.0	0	-307.0	-2,225
Heavy Commercial or Warehouse	377.0	0	0.0	0	-377.0	0
Special Planning District	0.0	0	736.98	0	+736.98	0
Water	15.0	0	16.02	0	+1.02	0
Roadways	82.0	0	82.0	0	0.0	0
TOTAL	835.0	2,893	835.0	0	N/A	-2,892

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The proposed development is consistent with the goals and policies of the General Plan, which directs the City to "initiate annexations which preserve neighborhood identities" and "are consistent with General Plan and Community Plan land use policies" (p. 1-34). The project is also consistent with the following General Plan policies:

- It is the policy of the City to actively promote the continued vitality and diversification of the local economy, and to expand employment opportunities for City residents. (p. 1-31)
- The City should initiate annexations which:
 - a. Constitute fiscally sound additions to the existing City.
 - b. Are consistent with State law and Local Agency Formation Commission standards and criteria.
 - c. Preserve neighborhood identities.
 - d. Ensure the provision of adequate municipal services.
 - e. Are consistent with General Plan and Community Plan land use policies (p. 1-34).
- Allow industrial development only in those areas where potential impacts can be expanded to be minimized. (p. 4-20)

The Panhandle (P05-077) project site is currently designated as Low Density Residential (4-15 du/ac), Medium Density Residential (16-29 du/na), Community/Neighborhood Commercial and Offices, Public/Quasi-Public-Miscellaneous (PQPM), and Parks-Recreation-Open Space (PROS) in the General Plan. The applicant is requesting to amend the General Plan map to add Community/Neighborhood Commercial and Offices (CNCO) and High Density Residential (HDR), and to reduce the overall amount of Parks-Recreation-Open Space (PROS) (See Exhibit 10). The project is in conformance with the proposed General Plan designations. Typical development in the Low Density Residential category includes single-family detached units, duplexes, halfplexes, townhouses, condominiums, zero lot-line units, and cluster houses. Typical development in the Medium Density Residential category includes condominiums, garden apartments, and light density apartment uses. Typical development in the Community/Neighborhood Commercial and Offices category includes shopping centers (less than 200,000 square feet), commercial strips, and smaller office developments which offer goods and services for the daily needs of adjacent residential areas.

Table 2b shows the existing and proposed General Plan land use designations. It also shows the number of residential units anticipated under the existing General Plan and proposed General Plan designations. The number of residential units assumed under the existing General Plan designation is based upon the maximum number of units allowed in that designation.

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Table 2b
Panhandle (P05-077)
Existing and Proposed General Plan Designations

Designation	Existing		Proposed		Difference	
	acres	units	acres	units	Acres	units
Low Density Residential (4-15 du/ac)	303.9	4,558	309.2	4,638	+5.3	+80
Medium Density Residential (16-29 du/na)	62.9	1,824	55.4	1,606	-7.5	-218
High Density Residential (30+ du/na)	0.0	0	11.4	342	+11.4	+342
Community/ Neighborhood Commercial and Offices	0.0	N/A	33.9	N/A	+33.9	0
Parks-Recreation-Open Space	212.4	N/A	108.7	N/A	-103.7	0
Public/Quasi-Public/Miscellaneous	15.5	N/A	76.1	N/A	+60.6	0
TOTAL	594.7	6,382	594.7	6,586	N/A	+204

The proposed development is consistent with the goals and policies of the General Plan's Housing Element, which directs the City to "encourage the development of a variety of housing styles and lot sizes to accommodate residents who wish to "move-up" within their community plan area." (p. 3.10-13). The project is also consistent with the following General Plan policies:

- New growth area development will be allowed when all necessary infrastructure is available or will be provided. If it is consistent with the City's urban growth and annexation policies, and promotes orderly and efficient growth (p. 1-32)
- Enhance and maintain the quality of life by adhering to high standards for project and plan evaluation, such as protection of the urban and natural environment, improved air quality, and quality design. (p. 1-30)
- It is the policy of the City that adequate housing opportunities be provided for all income households and that projected housing needs are accommodated (p. 1-35)
- It is the policy of the City to approve development in the City's new growth areas that promotes efficient growth patterns and public service extensions, and is compatible with adjacent developments. (p. 1-36)

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- Develop residential land uses in a manner that is efficient and utilizes existing and planned urban resources. (p. 2-15)
- Provide housing opportunities in newly developing communities and in large mixed developments in an effort to reduce travel time to and from employment centers. (p. 2-17)
- Actively support and encourage mixed use commercial, office, and residential development in identified areas of opportunity. (p. 4-14)
- Provide adequate parks and recreation services in all parts of the City, adopted to the needs and desires of each neighborhood and community (p. 7-29)
- Encourage private development of recreational facilities that compliment and supplement the public recreational system. (p. 7-29)
- Locate community and regional nodal and linear recreation areas on or adjacent to major thoroughfares (p. 7-29)

While the City's General Plan is being updated, the City Council has adopted a vision for the future of the City, as well as several guiding principles to help guide the update and achieve this vision. This was done to ensure that new developments submitted during the ongoing update comply with the goals and policies that are being incorporated into the General Plan through the update. The applicable guiding principles with which this proposal complies include:

- Provide a diversity of neighborhood environments, from the *traditional* downtown core to well-integrated new growth areas.
- Promote livable and well-designed neighborhoods that are walkable and complete, with a mix of uses and services to support improved health and the needs of families, youth, seniors and a growing population
- Promote the development of complete neighborhoods both in infill and new growth areas that foster a sense of place.
- Promote designs for development that are compatible with the scale and character of Sacramento's existing neighborhoods
- Locate and design buildings, streetscapes, and public spaces that contribute to walkable neighborhoods.
- Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.
- Provide a mix of housing to meet the needs of current and future residents, including an equitable distribution of affordable housing, throughout the city.
- Include a mix of housing types within neighborhoods to promote a diversity of household types and housing choices for residents of all ages and income levels in order to promote stable neighborhoods.
- Provide a variety of transportation choices that promote accessible alternatives to the automobile including walking, bicycling, and taking transit.

In addition to being consistent with these principles, the proposal is not contrary to any of the other approved principles of the "General Plan Update Vision."

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North Natomas Community Plan: The North Natomas Community Plan (NNCP) designations for the Northgate 880 (M05-031) project site are a combination of Rural Estates, Low Density Residential (3-10 du/na), Medium Density Residential (7-21 du/na), Light Industrial, Employment Center (EC-30), Parks/Open Space, and Roadways. The applicant is requesting to amend the North Natomas Community Plan designations to delete the Low Density Residential, Medium Density Residential, Light Industrial, and Employment Center (EC-30) land use designations and introduce the Northgate 880 Special Planning District land use designation. The project site is almost completely built out with industrial, office, and commercial uses, therefore the residential land uses are no longer applicable. The NNCP Light Industrial and Employment Center (EC-30) land use designations do not permit all of the land uses that are currently permitted by the County's existing land use designations. Therefore, staff is proposing to create the Northgate 880 Special Planning District to allow for development that is consistent with what has been developed in this project area. The proposed Special Planning District is also consistent with the surrounding City land use designations. Therefore, staff supports the proposed North Natomas Community Plan Map Amendment for the area south of Del Paso Road.

Table 3a shows the existing and proposed Community Plan land use designations for the project site. It also shows the number of residential units anticipated under the existing Community Plan and proposed Community Plan designations. The number of residential units assumed under the existing Community Plan is based upon the target number of units allowed in that Community Plan designation in the North Natomas Community Plan (NNCP):

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Table 3a
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 Existing and Proposed Community Plan Designations

Designation	Existing		Proposed		Difference	
	acres	units	acres	units	acres	Units
Rural Estates	11.0	11	0.0	0	-11.0	-11
Low Density Residential (3-10 du/na)	37.0	212	0.0	0	-37.0	-212
Medium Density Residential (7-21 du/na)	5.0	51	0.0	0	-5.0	-51
Employment Center (30/acre)	307.0	1,485	0.0	0	-307.0	-1,485
Light Industrial	377.0	0	0.0	0	-377.0	0
Parks/Open Space	16.0	0	16.02	0	+0.02	0
Northgate 880 Special Planning District (SPD)	0.0	0	736.98	0	+736.98	0
Roadways	82.0	0	82.0	0	0	0
TOTAL	835	1,759	835	0	0	-1,759

* The number of units is calculated by multiplying the net acreage by the maximum number of units allowed in that North Natomas Community Plan (NNCP) land use designation. The net acreage is calculated by using the gross to net factor formula in the NNCP (p. 12). This formula is as follows: Gross Acres - Major Roads Acreage x Gross to Net (Minor Road) Factor = Net Acres

The proposed Northgate 880 land use designations (M05-031) are consistent with the following goals and policies of the North Natomas Community Plan (NNCP):

- **Annexations:** The City should support the annexation of unincorporated lands within the Community Plan area and implement this plan throughout the plan area (p. 12).

The North Natomas Community Plan (NNCP) designations for the Panhandle (P05-077) project site are a combination of Low Density Residential (3-10 du/na), Medium Density Residential (7-21 du/na), High Density Residential (11 -29 du/na), Parks-Open Space, and General Public Facilities. The applicant is requesting to amend the North Natomas Community Plan designations to reduce the amount of Low Density Residential, High Density Residential, and Parks/Open Space, increase the amount of Medium Density Residential and General Public Facilities, and introduce Neighborhood Convenience Commercial and Village Commercial land use designations. The project offers a mixture of low and medium density single-family detached residences, multi-family development, mixed use, commercial, school, and open space land uses.

Table 3b shows the existing and proposed Community Plan land use designations for the project site. It also shows the number of residential units anticipated under the existing Community Plan and proposed Community Plan designations. The number of

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residential units assumed under the existing Community Plan is based upon the target number of units allowed in that Community Plan designation in the North Natomas Community Plan (NNCP):

Table 3b
Panhandle (P05-077)
Existing and Proposed North Natomas Community Plan Designations

Designation	Existing		Proposed		Difference	
	acres	units	acres	units	acres	Units
Low Density Residential (3-10 du/na)	314.0	2,574	276.0	2,263	-38	-311
Medium Density Residential (7-21 du/na)	19.1	340	71.1	1,269	+52	+929
High Density Residential (11-29 du/na)	43.7	1,102	28.9	729	-14.8	-373
Neighborhood Convenience Commercial	0.0	N/A	11.8	N/A	+11.8	N/A
Village Commercial	0.0	N/A	22.1	N/A	+22.1	N/A
General Public Facilities	5.5	N/A	76.1	N/A	+70.6	N/A
Parks/Open Space	212.4	N/A	108.7	N/A	-103.7	N/A
TOTAL	594.7	4,016	594.7	4,261	0	+245

* The number of units is calculated by multiplying the net acreage by the maximum number of units allowed in that North Natomas Community Plan (NNCP) land use designation. The net acreage is calculated by using the gross to net factor formula in the NNCP (p. 12). This formula is as follows: Gross Acres - Major Roads Acreage x Gross to Net (Minor Road) Factor = Net Acres

The proposed Panhandle development (P05-077) is consistent with the following goals and policies of the North Natomas Community Plan (NNCP):

- Low Density Residential (LD): Target average density is 7 dwelling units per net acre and allowable density range is 3 to 10 units per net acre. Single family detached and attached units (including patio homes, duplexes, halfplexes, and second residential units) are included within this designation. (p. 6)
- Medium Density Residential (MD): Target average density is 12 units per net acre and allowable density range is 7 to 21 units per net acre. Single family petite lot detached, single family attached, townhouse, and condominium units are included in this designation. (p. 6)
- High Density Residential (HD): Target average density is 22 units per net acre and allowable density range is 11 to 29 units per net acre. Condominium units,

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- garden apartments, and conventional apartments are included in this designation (p. 6)
- Neighborhood Convenience Commercial (NCC): The neighborhood commercial site, an average of one to two acres, is intended to serve the daily, carry-home goods and service needs of an immediate neighborhood. Uses could include a food market, drug store, coffee shop, service station or other convenient services (p. 7).
 - Village Commercial (VC): The village commercial center is intended to serve as the focal point for two to four neighborhoods. The anchor tenant is a grocery store and/or drug store (p. 7).
 - Annexations: The City should support the annexation of unincorporated lands within the Community Plan area and implement this plan throughout the plan area (p. 12).
 - Each neighborhood shall provide a variety of housing densities, types, and prices to enhance a neighborhood identity, serve the wide array of residents, and avoid monotony (p. 13)
 - Each neighborhood shall have an elementary school as its focal point located near the center of the area (p. 13)
 - Each dwelling should have convenient access to a commercial center. Convenient access should be provided along a local connection, such as a local street or ped/bike path, or residential collector, rather than on an arterial street (p. 13).
 - At least 80 percent of the dwelling units shall be within 880 feet of open space. Open space includes accessible public and private parks and parkways, drainage corridors, agricultural buffers, golf courses, lakes, and other open space opportunities (p. 13)
 - **Balance of Residential Densities in Each Neighborhood**: Each neighborhood shall strive for a balance of residential densities. Neighborhoods located within close proximity to transit and Town Center shall provide a higher overall density than those on the perimeter of the community. The medium density residential can be used as a "linchpin" to help balance the neighborhood. For example, in a neighborhood with primarily low density, the medium density should be designed to reflect a higher density type, i.e. more rental opportunities, smaller lots, etc. Likewise, in a higher density neighborhood, the medium density product type would reflect the low density types, i.e. ownership opportunities and larger lots (p. 14)
 - **Variety of Housing Types**: Because residents vary in their household size, the number of vehicles they own, the number of generations in their home, their willingness to maintain a yard, their tolerance of living near their neighbors, their ability to afford a large or small home, their preference to own or rent a home, their desire for shared recreational facilities and equipment, and their need for privacy, a variety of housing types are needed. Residential developers thrive on economies of scale and would prefer to build a minimal number of housing types. A balance is needed that will provide sufficient housing types so that each resident can be happy living in the community but not too many that the developer cannot provide an affordable product (p. 14)

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- **Affordable Housing:** To provide a wide range of affordability, including ownership opportunities for low and moderate income residents, each development shall comply with the North Natomas Housing Trust Fund Ordinance. Development in North Natomas must also comply with the Inclusionary Housing and Fair Share Policies of the City of Sacramento. To incorporate affordable housing opportunities throughout the community, the following housing types are encouraged: 1) residential units over retail uses, 2) liver-work housing units, 3) "granny flats" and other ancillary units, and 4) a mix of duplex and fourplex units within single-family residential areas (p. 16)
- **Maximum Apartment Complex Size:** The maximum size of an apartment complex is 200 units and 8 acres. High density residential projects in excess of 200 units and 8 acres must create multiple apartment complexes separated by a local street or other linkage. Apartment complex developers shall promote architectural variety and the use of varied exterior construction materials on adjacent complexes. Also, the height of apartment complexes shall be compatible when adjacent to single-family residences. Promote the placement of one/two-story multi-family units along streets and other linkages as a visual break (p. 16).
- **Noise Conflicts:** Residential land uses shall be allowed if located outside an area with a noise impact of greater than 60dB CNEL, as measured from the dwelling unit's rear yard. Residential land uses directly related to agriculture will be allowed within the 60dB CNEL noise contour. The potential noise sources within the community include the Sacramento Metropolitan Airport, I-5, I-80, and other major roadways; the Union Pacific railroad; and the Sports Complex (p. 16)
- **Residential Streets:** Design residential streets to be as narrow as feasible to decrease the amount of land devoted to paving, to encourage motorists to drive more slowly, and to make a tree canopy easier to provide. Private streets shall be discouraged because they promote inaccessible subdivisions which create barriers to pedestrian and bicycle travel. (p. 16)
- **PUD Designation Required:** All development in the plan area shall be designated as a Planned Unit Development (PUD) and shall include a Schematic Plan and Development Guidelines for the PUD. A Special Permit shall be required for any development in the PUD. (p. 16)
- **Development Guidelines:** Each residential project shall comply with the North Natomas Development Guidelines as well as the specific PUD Development Guidelines. (p. 16)
- Provide commercial facilities that meet the daily and weekly needs of and are convenient to North Natomas residents, workers, and visitors (p. 25)
- Confine commercial to designated sites to avoid strip commercial (p. 25).
- **Village Commercial Centers (VC):** Each village commercial or village-sized transit commercial site is designed to serve two to four neighborhoods, between 9,500 to 19,000 residents. The village commercial sites range in size from 5 to 13 net acres with 60,000 to 160,000 square feet of building. The leading tenant is a grocery store and/or drug store and the center consists of 5 to 30 stores (p. 27).
- **Neighborhood Convenience Commercial (NCC):** Neighborhood convenience commercial (NCC) is intended to provide the day-to-day, carry-out convenience goods and services to an immediate neighborhood. A typical neighborhood

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convenience commercial tenant might be a coffee shop/ deli, convenience market, grocery store, service station, or dry cleaners/ Laundromat. There are twelve neighborhood convenience commercial sites distributed in the North Natomas Community. They range in size up to three acres. Their primary market area is the immediate neighborhood in which they are located. To avoid providing too much commercial space or injuring the markets of existing businesses, a market study shall be completed during the Special Permit entitlement process for any proposed commercial use that is not consistent with the plan (p. 27)

- Link all land uses with all modes of transportation. (p. 38)
- Connect, don't isolate, neighborhoods and activity centers with a well-designed circulation system. (p. 38)
- Encourage an orderly development pattern through phasing that provides for adequate local circulation resulting in completion of the community-wide circulation system. (p. 38)
- Minimize air quality impacts through direct street routing, providing a support network for zero-emission vehicle, bicycles, and pedestrians, and sizing streets suitable to the distance and speed of the traveler (p. 38)
- Provide multiple routes and connections to adjacent developments. (p. 38)
- Provide a system of on-street bicycle routes and off-street bicycle paths that connect all residential neighborhoods with activity centers in order to increase the likelihood of a person choosing the bicycle as a commute mode. (p. 46)
- Create pedestrian circulation opportunities and avoid impeding pedestrian or bicycle circulation with private development. (p. 46)
- Provide attractive recreational opportunities for bicyclists and pedestrians (p. 46)
- **Residential Development:** All new residential development must reduce reactive organic gas emissions by a minimum of 20 percent compared to the single-occupant vehicle baseline. (p. 48)
- **Non-Residential Development:** All new non-residential developments must reduce reactive organic gas emissions by a minimum of 50 percent compared to the single occupant vehicle baseline. (p. 48)
- Every resident and worker shall have convenient access to active and passive recreational opportunities. (p. 56)
- **Parks and Open Space Access Standard:** Eighty percent of the residential units shall be located within 880 feet of some form of public or private open space element. The 880 foot access standard is calculated based on actual walking routes rather than radius. An open space element includes a public or private park, linear parkway, agricultural buffer area, drainage corridor, and other open space opportunity available to the residents (p. 56)
- **Community parks** shall range between 6 to 60 acres in size and shall serve residents and workers within a three mile radius. Community parks should be able to accommodate larger recreational activities and a greater variety of uses at its facilities than a neighborhood park. (p. 56)
- **Distinguished Gateways:** Heavier landscape treatment and high quality design must be included in specific gateways to the community to provide a suitable entry to the Capitol City. The arterial intersections that also serve as gateways to

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the community are: ... 2) Elkhorn Boulevard and National Drive... and 4) Del Paso Road and National Drive (p. 86)

- All property owners in the Plan area will be required to: 1) participate equitably in the financing mechanisms necessary to finance the design, engineering, and construction of all library, fire, police, street, traffic, water, sewer, drainage improvements and all monitoring programs provided for in this Plan, and 2) pay an equitable share of all the costs incurred in the process of development of the Financing Plan. Guarantees for this shall be via development agreements or other means acceptable to the City staff. (p. 92)
- New development will annex into the North Natomas Public Facilities and Financing Plan.

Staff believes that overall the proposal provides appropriate adjacent uses to the existing residential uses to the west, the rural residential uses to the east, the industrial land uses to the south, and the agricultural land uses to the north. If the property were to be built out consistent with the existing land use designations, there would be low, medium, and high density residential, and a school site on this project area. The current proposal is not consistent with the following NNCP land use policies:

- **Agricultural Buffers:** The plan (NNCP) calls for an agricultural buffer along the north and west boundaries of the plan area. The north buffer along Elkhorn Boulevard includes a 250 foot wide strip of land along the south side of Elkhorn Boulevard, the 136 foot wide public right-of-way of Elkhorn Boulevard, and any maintenance road or irrigation canal on the north side of Elkhorn Boulevard. The uses allowed in the buffer include: pedestrian and bikeways, linear parks and open space, drainage canals or detention basins, irrigation canals, public roads and maintenance roads (p. 59)
- **Other Open Space:** Other Open Space includes: 1) an open space buffer between the rural estates neighborhood and the low density residential uses to the west from Del Paso Road to Elkhorn Boulevard that includes the WAPA lines (170.5 acres) (p. 59)
- **Greenbelt Along Northern and Western Boundary:** Develop a greenbelt along the northern and western boundaries of the planning area to create a strong edge between the community and adjacent areas of permanent agriculture. (p. 82)
- **Greenbelt Width:** The greenbelt will be a minimum of 250 feet in width, not including the Elkhorn Boulevard right-of-way and irrigation canals and maintenance roads on the north side of Elkhorn, which brings the total width to 500± feet. (p. 82)
- **Purpose of Greenbelt:** The greenbelt is intended to provide a low-maintenance, limited access open space that does not encourage active recreational use and that defines and preserves the urban limits of North Natomas. Limited access would be available from the subdivisions via pedestrian and bikeways and not from Elkhorn Boulevard (p. 82)

250 Foot Agricultural Buffer: The existing North Natomas Community Plan map designates a 250 foot agricultural buffer along Elkhorn Boulevard to the north. The applicant is proposing to eliminate the agricultural buffer along the northern boundary.

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Although the 250 foot buffer has been provided on the lands to the west, staff is not as concerned with the loss of the 250 foot agricultural buffer along Elkhorn Boulevard. The City is currently working with the County on an overall plan for the future development of the County lands north of the city boundaries (Natomas Joint Vision), and should future development occur north of the project site, the 250 foot buffer would no longer be applicable. The property immediately north of the Panhandle is being used for an agricultural materials site (storage of agricultural machinery). The PUDs (Northpointe Park, Heritage Park, JMA, and Schumacher) to the west of the Panhandle have provided the required 250 foot buffer – consistent with the North Natomas Community Plan. The buffer is typically used for utilities – including detention basins – and may include bike/pedestrian trails.

East of WAPA Lines: Although the NNCP map depicts a large open space area adjacent to the Western Area Power Administration (WAPA) lines, no financing mechanisms were put into place to acquire, develop, and/or maintain this area. Staff is supportive of a reduction in the amount of acreage provided for the eastern buffer, but would like to see a more substantial buffer area be provided than what is currently shown in the land use exhibits and in the Panhandle PUD Guidelines (pages 76 and 76 of the PUD Guidelines). The applicant is currently proposing a wall/fence and small landscape area that would separate the rear yards of the proposed single-family homes within the gated senior development from Sorento Road. Staff would recommend that the applicant provide a more significant separation that would include a more substantial land buffer and see-through fencing. This would allow for a physical separation, but still provide eyes-on visibility to Sorento Road. The Valley View Acres neighborhood is an enclave of rural estates that has special status which allows horses, goats, etc. The neighborhood is concerned that urban dwellers will be in conflict with the close proximity of the farm animals. Staff recommends that the Planning Commission direct the applicant to revise their land use maps to show a more substantial buffer along Sorento Road and work with staff on the proposed fencing along the west side of Sorento Road and consider requiring a disclosure notice in the sales and rental agreements for the Panhandle site.

North Natomas Community Plan Text Amendment (P05-077)

The applicant is requesting the following text amendments to the North Natomas Community Plan (NNCP) to address their requests to reduce the northern and eastern agricultural/open space buffers:

Page 52 of COMMUNITY SERVICES AND FACILITIES SECTION

OPEN SPACE

Open Space includes agricultural buffer areas along the north and west boundaries of the plan area, landscaped freeway buffer areas along Interstate 5 and Interstate 80, agriculture, a proposed golf course on Northpointe, and other open space areas. Other open space areas include the area along the Union Pacific railroad lines, ~~the Ninos Parkway beneath the area along the Western Area Power Authority (WAPA) lines in the County,~~ a proposed lake in

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Northborough, and the Witter Ranch Historic Farm. The area devoted to open space in the plan is 950 acres.

Page 58 of OPEN SPACE SECTION

VISION

Open space is any parcel of land devoted to the preservation of natural resources, managed production of natural resources, public health and safety, and outdoor recreation. Also, open space creates an aesthetic viewshed between freeways and other land uses and can be used as a "containment edge" of urban uses. Open space in North Natomas includes several broad categories: agricultural buffer, landscaped freeway buffer, agriculture, a golf course, roadways, and other open space (see Figure 14). Other open space specifically includes: Witter Ranch Historic Farm, a proposed lake in the Northborough subdivision, an open space area along (Ninos Parkway) within the easement for the WAPA power lines, and an open space area along the Union Pacific railroad Drainage canals, the swale, and nine detention basins can serve as open space areas also but are delineated in the Drainage System section, page 68

Pages 58 and 59 of OPEN SPACE SECTION

IMPLEMENTING POLICIES

Agricultural Buffers: The plan calls for an agricultural buffer along the north and west boundaries of the plan area as one method to avoid land use conflicts between urban uses in the plan and agricultural operations outside of the plan. The north buffer along Elkhorn Boulevard includes a 250 foot wide strip of land along the south side of Elkhorn Boulevard, the 136 foot wide public right-of-way of Elkhorn Boulevard, and any maintenance road or irrigation on the north side of Elkhorn Boulevard. The uses allowed in the buffer include: pedestrian and bikeways, linear parks and open space, drainage canals or detention basins, irrigation canals, public roads and maintenance roads. The buffer along the west side of the plan is 200 feet wide and allows the same uses as the northern buffer. The area devoted to the agricultural buffer is 195.9 acres. As an alternative to agricultural buffers, other methods to reduce land use conflicts between urban and agricultural zoned lands include: 1) provide separation among uses through the placement of roadways and landscape corridors; 2) through design (i.e. orientation and heights of buildings); 3) provide disclosure of potential agricultural operations nearby and/or 4) provide temporary buffers that could be extinguished if agriculturally zoned property is rezoned to urban uses.

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IMPLEMENTING POLICIES

Other Open Space: Other Open Space include: 1) an open space parkway (Ninos Parkway) from Del Paso Road to Elkhorn Boulevard that includes the

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WAPA lines (170.5 ~~46.6~~ acres); 2) an open space buffer along the eastern boundary of the plan area that includes the existing Natomas East Main Drainage Canal and the Union Pacific Railroad right-of-way (123 acres); 3) a proposed lake in the Northborough project (24 acres) and 4) the Witter Ranch Historic Farm located near the northeast corner of El Centro and San Juan Roads (26.2 acres). The area of land devoted to "Other Open Space" is ~~343.7~~ 219.8 gross acres

As discussed previously staff is supportive of the reduction in the 250 foot agricultural buffer along Elkhorn Boulevard, but is not supportive of the extent of the reduction in the buffer between the project site and the rural estates land uses to the east. Therefore, staff is supportive of the requested NNCP text amendments as they apply to the northern buffer

Prezone: The Northgate 880 (M05-031) project site is currently zoned Light Industrial (M1), Light Industrial – Flood Combining Land Use (M1F), Industrial Office Park (MP), and Industrial Office Park – Flood Combining Land Use (MPF) within the County and will need to be prezoned in order to bring this property into the City and accommodate the existing development. The City proposes to prezone this area from the existing County zones to the Light Industrial Northgate 880 Special Planning District zone (M-1-N880-SPD). City staff recommends that a new Special Planning District (SPD) be created to address the land use that currently exists within the project site. The proposed SPD is supportive of the existing land uses that are in place, and will allow for continued development that is similar to what is already in place.

Table 4a below shows the existing and proposed zoning designations for the proposed project. It also shows the number of residential units anticipated under the existing zoning and proposed zoning designations. The number of residential units assumed under the existing zoning is based upon the maximum number of units allowed in that zone in the Zoning Ordinance:

By using the maximum number of units for the proposed designations, the proposal would result in a significant decrease in the number of units for this site. Staff is not concerned with this decrease in the potential number of residential units for this area, in that the site is almost completely built out with industrial, commercial, and office land uses. Staff believes the prezone request is consistent with the proposed General Plan designations and the proposed Community Plan designations for this site, therefore Planning staff supports the rezone request.

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Table 4a
Northgate 880 (M05-031)
Prezone Designations

Designation	Existing		Proposed		Difference	
	acres	units	acres	units	acres	units
Light Industrial (M1 - County)	403.0	0	0.0	0	-403.0	0
Light Industrial – Flood Combining Land Use (M1F – County)	63.0	0	0.0	0	-63.0	0
Industrial Office Park (MP – County)	232.0	0	0.0	0	-232.0	0
Industrial Office Park – Flood Combining Land Use (MPF – County)	54.0	0	0.0	0	-54.0	0
Flood (F - County)	1.0	0	0.0	0	-1.0	0
Light Industrial Northgate 880 SPD (M-1-N880-SPD)	0.0	0	737.0	0	+737.0	0
Flood (F)	0.0	0	16.0	0	+16.0	0
TOTAL	753*	0	753*	0	0	0

*The differences in acreage are due to the 82 acres for existing roadways within the project area.

The Panhandle (P05-077) project site is currently zoned Permanent Agriculture Extensive Land Use (AG-80) within the County and will need to be prezoned in order to accommodate the proposed development. (see Exhibit 1R) The applicant is requesting to prezone the project site to R-1-PUD (Standard Single Family Planned Unit Development), R-1A-PUD (Single-Family Alternative Planned Unit Development), Multi-Family Planned Unit Development (R-2A-PUD, R-2B-PUD, R-3-PUD, R-3A-PUD), C-1-PUD (Limited Commercial Planned Unit Development), C-2-PUD (General Commercial Planned Unit Development), and Agriculture-Open Space Planned Unit Development (A-OS-PUD) zone. R-1 is a low density residential zone composed of single-family detached residences on lots with a minimum of 52 feet by 100 feet in size. R-1A is a low to medium density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area and/or setback requirements vary from standard single family. R-2A is a multi-family residential zone designated to provide for garden apartments and cluster housing. R-2B is a multi-family residential zone which offers broader density flexibility as a transition from the garden apartment setting to a more traditional apartment setting. R-3 is a multi-family residential zone intended for more traditional types of apartments. R-3A is a multi-family

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zone that is designed to provide development regulations that are consistent with goals for various residential areas. C-1 is a limited commercial zone which allows certain office, retail stores, and commercial service establishments which are compatible with residential developments. C-2 is a general commercial zone which provides for the sale of commodities, or performance of services, including repair facilities, offices, small wholesale stores or distributors, and limited processing and packaging. A-OS is an exclusive agricultural zone designed for the long term preservation of agricultural and open space land

Table 4b below shows the existing and proposed zoning designations for the proposed project. It also shows the number of residential units anticipated under the existing zoning and proposed zoning designations. The number of residential units assumed under the existing zoning is based upon the maximum number of units allowed in that zone in the Zoning Ordinance.

By using the maximum number of units for the proposed designations, the proposal would result in a significant decrease in the number of units for this site. When comparing the proposed PUD Schematic Plan for Panhandle area to the target number of units shown for the existing and proposed NNCP designations (Exhibit 1S and Table 5 below), there are one-thousand, nine-hundred and forty-one (941) units less than the targets for the existing NNCP designations and one-hundred and eighty-six (1,186) units less than the targets for the proposed NNCP designations. Staff believes the rezoning request is consistent with the proposed General Plan designations and the proposed Community Plan designations for this site, therefore Planning staff supports the rezoning request.

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Table 4b
Panhandle (P05-077)
Prezone Designations

Designation	Existing		Proposed		Difference	
	acres	units	acres	units	acres	units
Permanent Agricultural Extensive Land Use (AG-80) County	594.7	7	0	0	-594.7	-7
Standard Single Family PUD (R-1-PUD)	0.0	0	119.5	956	+119.5	+956
Single-Family Alternative PUD (R-1A-PUD)	0.0	0	71.4	1,071	+71.4	+1,071
Multi-Family PUD (R-2A-PUD)	0.0	0	20.2	343	+20.2	+343
Multi-Family PUD (R-2B-PUD)	0.0	0	8.2	172	+8.2	+172
Multi-Family PUD (R-3-PUD)	0.0	0	12.1	350	+12.1	+350
Multi-Family PUD (R-3A-PUD)	0.0	0	16.8	604	+16.8	+604
Limited Commercial PUD (C-1-PUD)	0.0	0	11.8	0	+11.8	0
General Commercial PUD (C-2-PUD)	0.0	0	22.1	0	+22.1	0
Agriculture-Open Space PUD (A-OS-PUD)	0.0	0	108.7	0	+108.7	0
TOTAL	594.7	0	594.7	3,496	0.0	+3,496

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NORTHGATE 880 SPECIAL PLANNING DISTRICT (SPD)

The Northgate 880 area (M05-031) is almost completely built out with land uses that are consistent with the County's land use designations for the site. The City does not have a zoning district that is consistent with all of the existing land uses that are currently in place. In order to maintain consistency with the existing land uses and land use designations, staff is proposing to create the Northgate 880 Special Planning District to address this specific area.

A special planning district designation appearing on official zoning and community plan land use maps means that the project is subject to the requirements set forth in the Special Planning Districts requirements of the Sacramento City Code. A special planning district (SPD) is a zoning district that encompasses one or more underlying zones and: 1) provide for flexibility to stimulate new development in existing neighborhoods that are experiencing obsolescence or decline; 2) provide incentives for private development that would not otherwise be possible through a strict interpretation of development standards; 3) provide for mechanisms for preserving and enhancing unique environmental features, wildlife habitat, or other considerations located on the property; and/or 4) encourage coordinated development of properties through a unified development theme consistent with the goals and criteria established for the individual special planning district (SPD).

In justifying the use of a SPD, the Planning Commission will need to determine that routinely used zoning and other standard regulatory ordinance provisions, as well as general and community plan policies, should be replaced by or supplemented with specifically tailored provisions intended to positively benefit the district and its immediate surrounding area. To assist in doing this, one or more of the following criteria should be applied:

- A. The SPD provisions will offer a greater mix of land uses and/or intensities, thereby increasing the likelihood of attracting new private investment;
- B. The SPD provisions will promote retention of unique geographic or historic features consistent with quality land use design practices;
- C. The SPD provisions will promote a significant reversal in the long term trend of area economic stagnation or physical blight;
- D. The SPD provisions will stimulate major multiple use development around a central or unique theme that has been supported by a market analysis;
- E. The SPD provisions will encourage significant elimination of incompatible land uses and the aggregation or massing of problem parcels for better development potential;
- F. The SPD provisions will retain or enhance highly significant environmental areas or feature worth retaining for the general public's benefit.

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In creating the Northgate 880 SPD, staff believes the SPD will offer provisions that allow for a greater mix of land uses and/or intensities than any existing City industrial and/or employment center land use designation that is in place. Also, the SPD will provide for the development of non-conforming land uses within this SPD. Therefore, staff is supportive of the creation of the Northgate 880 Special Planning District.

Project Design/Land Use

PUD Schematic Plan and Guidelines: The Panhandle project site is currently outside of the City limits and is not designated for a Planned Unit Development (PUD). Therefore the applicant is requesting to establish a PUD Schematic Plan and Guidelines for the Panhandle Planned Unit Development (PUD). The PUD Guidelines will establish specific development standards, such as lot coverage, setbacks, and additional development criteria in order to ensure orderly development within the PUD (Exhibit 8). The proposed PUD Schematic Plan and Guidelines are consistent with North Natomas Community Plan policies and the project is consistent with the requirements of the zoning code for PUD Establishment, therefore staff is supportive of the proposed PUD Schematic Plan and Guidelines.

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Table 5
Panhandle (P05-077)
PUD Schematic Plan Summary

Land Use	Dwelling Units	Acreage	Density
Single-Family (60' x 105' lots)	176	42.5	4.1
Single-Family (60' x 90' lots – senior)	152	35.0	4.3
Single-Family (50' x 100' lots)	194	33.8	5.7
Single-Family (55' x 95' lots)	264	53.7	4.9
Single-Family (45' x 100' lots)	100	18.6	5.3
Single-Family (40' x 80' lots)	246	32.7	7.5
Single-Family (45' x 75' lots)	92	14.1	6.5
Single-Family (40' x 60' lots)	244	29.0	8.4
Single-Family (Greencourt)	298	22.8	13.0
Single-Family (Villas)	277	25.3	10.9
Apartments	619	25.8	23.9
Condominiums	282	18.5	15.2
Live-Work	28	4.2	6.6
Mixed Use	74	4.6	16.0
Commercial	29	18.5	1.5
Park	0	41.1	-
Schools	0	69.3	-
Open Space/ Detention Basin	0	20.8	-
Open Space/ Parkway	0	45.6	-
R.O.W.	0	38.8	-
Total	3,075	594.7±	N/A

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Tentative Master Parcel Map Design (Panhandle - Krumenacher)

1. Map Design

According to Title 16 of the City Code, Subdivision Regulations, a Master Parcel Map is a map that subdivides large tracts of land into smaller parcels for the purpose of later selling or otherwise transferring the parcels for further subdivision in accordance with the procedures specified in Title 16, or for the purpose of securing financing, together with planning and construction of infrastructure elements, but not for the purpose of creating either individual residential lots for sale to end-user homeowners, and not for the purpose of allowing construction or other improvements on non-residential parcels. The Panhandle – Krumenacher Tentative Master Parcel Map (Exhibit 1T) subdivides 129.2 acres into 17 master parcels. Master parcels are created so that portions of the project can be sold off to individual builders and so that the associated infrastructure can be phased with individual lot development. Some of the master parcels (especially the residential lots) may be further subdivided into smaller buildable lots (as is the case with the Tentative Subdivision Map, to be discussed below)

2. Traffic and Transit

Circulation: The thoroughfares that provide primary east-west circulation for this project are Elkhorn Boulevard to the north and Del Paso Road to the south. National Drive will provide a future north-south connection between Elkhorn Boulevard and Del Paso Road.

The proposed master parcel configuration corresponds with the proposed land use designations and the proposed rezoning and is therefore supported by staff.

Tentative Master Parcel Map Design (Panhandle - Dunmore)

1. Map Design

According to Title 16 of the City Code, Subdivision Regulations, a Master Parcel Map is a map that subdivides large tracts of land into smaller parcels for the purpose of later selling or otherwise transferring the parcels for further subdivision in accordance with the procedures specified in Title 16, or for the purpose of securing financing, together with planning and construction of infrastructure elements, but not for the purpose of creating either individual residential lots for sale to end-user homeowners, and not for the purpose of allowing construction or other improvements on non-residential parcels. The Panhandle – Dunmore Tentative Master Parcel Map (Exhibit 1U) subdivides 389.2 acres into 39 master parcels. Master parcels are created so that portions of the project can be sold off to individual builders and so that the associated infrastructure can be phased with individual lot development. Some of the master parcels (especially the residential lots) may be further subdivided into

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smaller buildable lots (as is the case with the Tentative Subdivision Map, to be discussed below)

2. Traffic and Transit

Circulation: The thoroughfares that provide primary east-west circulation for this project are Elkhorn Boulevard to the north and Del Paso Road to the south. National Drive will provide a future north-south connection between Elkhorn Boulevard and Del Paso Road

The proposed master parcel configuration corresponds with the proposed land use designations and the proposed rezoning and is therefore supported by staff.

Tentative Subdivision Map Design (Panhandle North – Krumenacher)

1. Map Design

The applicant is proposing a Tentative Subdivision Map (Exhibit 1V) to subdivide 129.2± acres into approximately 510± single-family lots, 1 high density lot, 1 medium density multi-family lot (condominium), 1 common area lot, 3 park lots, 4 open space lots, and 7 landscape lots

2. Traffic and Transit

Circulation: The project site will be served by several facilities currently existing and proposed. A description of these facilities is provided below:

Interstate 5 is a six-lane freeway providing north-south access throughout the Sacramento area.

Interstate 80 is a six-lane freeway providing east-west access throughout the Sacramento area.

Elkhorn Boulevard is currently a two-lane arterial providing east-west access along the northern border of North Natomas and through the County. Currently Elkhorn Boulevard extends from Power Line Road (County) to the west to Interstate 80 (County) to the east. The roadway then turns into Greenback Lane, east of Interstate 80. Access to the northern portion of the site is provided directly from Elkhorn Boulevard.

National Drive will eventually be a four-lane roadway providing north-south access through the project site. National Drive currently extends from approximately Sierra Point Drive (County) to Del Paso Road (County). Eventually National Drive will extend from Del Paso Road to Sierra Point Drive to the southwest.

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Sandmark Drive is a two-lane road providing east-west access in the city. Currently Sandmark Drive extends from Bridgecross Drive to the west and will continue into the project site to "R" Way to the east

Domino Avenue is a two-lane road providing east-west access in the city. Currently Domino Avenue extends from Bridgecross Drive to the west and will continue into the project site to "H" Way to the east

A, B, C, D, E, and F Drives will be two lane roads providing access throughout the Panhandle North – Krumenacher portion of the project site

H through S Ways and T Circle will be two lane roads that provide access throughout the Panhandle North – Krumenacher portion of the project site.

Alleys 1, 2, 3, 8, 9, 10, 11, 12, 13, and 15 will be private alleys that provide vehicular access to the alley-loaded single-family residences in the Panhandle North – Krumenacher portion of the project site

Air Quality/Transportation Management Plan (AQ/TMP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance. The applicant will submit their TSM and Air Quality Plan to the City's Alternative Modes Coordinator for review and approval.

Staff recommends the Planning Commission approve the Tentative Subdivision Map for Panhandle North - Krumenacher, in that the map is generally consistent with the 1994 North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance.

Subdivision Modification (Panhandle North – Krumenacher)

The applicant is requesting the following Subdivision Modifications for the Panhandle North – Krumenacher Tentative Subdivision Map, with the following justifications:

1. Deviation from the standard minimum 200' radius on a 53' residential street to a 126.5' radius on 'O' Way and 'H" Way as shown on the tentative map
Justification: Proposed curves are located at open space areas. Visibility is maintained across open space areas and will not create a safety hazard. Curves are included as a design feature to a dd interest in project layout.
2. Deviation from the standard minimum tangent length at intersections to be less than the required 42' from and of curve to center of intersection at 'O'

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Way/ 'N' Way, 'H' Way/'M' Way, and 'O' Way/'S' Way as shown on the tentative map.

Justification: Difference in lot products and lot widths require center line shift in 'N' Way. Showing a required tangent on 'S' Way would result in an awkward reverse curve. Deviation is minor and will not create a safety hazard.

3. Deviation from standard minimum alley width of 20' to a larger cross section of 25'.

Justification: This is proposed to allow for easier vehicular movement within the alleys.

4. Modification to Section 9.1 and 9.2 of the Design and Procedures Manual. Proposed to use CSD-1 standards for sewer average flow and design flow calculations.

Justification: The existing, downstream sewer system was designed using CSD-1 calculation methodology. The requested modification will eliminate the differences in the two flow calculation methods and will match the existing design of the downstream sanitary sewer system.

5. Modification to Section 9.4.4.4 and 11.9 of the Design and Procedures Manual. Propose to place the sanitary sewer on the west of the street centerline and storm drain on the east side of the centerline along National Drive, 'F' Drive, and 'G' Way, 'K' Way, 'R' Way, 'L' Way, 'O' Way and 'T' Circle.

Justification: Will reduce potential for utility crossing conflicts and minimize design of inverted siphons in the storm drain system. Limited to streets along school, park and open space areas.

6. Modified "Residential Street" section to show a 57' total width as shown on the Tentative Map.

Justification: The wider street section is justified for residential streets carrying additional residential traffic. The proposed 57' section is the same as the 53' street standard except 4 feet additional width is added to the pavement section. This section has been recommended by the Public Works Department for this project.

7. Modified "Residential Street" section to show a 57' total width for streets adjacent to elementary schools and park sites as shown on the Tentative Map.

Justification: The wider street section is justified for residential streets adjacent to elementary schools and park sites. The proposed 57' section is the same as the 53' street standard except 4 feet additional width is added to the pavement section. This section has been recommended by the Public Works Department for this project.

8. 100' street section for the National Drive with sidewalk excluded on the east side where adjacent to the parkway.

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Justification: National Drive runs along the planned Niños Parkway that will include a 10-foot wide ped/bike path in close proximity to the National Drive frontage. Duplication of sidewalk next to parkway path would otherwise result. Excluding the sidewalk will allow more green space along parkway.

9. Rolled curb & gutter (type #13) on 53-foot and 57-foot street sections as shown on the tentative map. (residential lot frontages only)

Justification: Rolled curb provides greater flexibility in house/driveway orientation and design. Vertical curb & gutter and early construction of driveway cuts limit house/driveway options and limits creative variations in home products design. Rolled curb & gutter was used with success in the adjacent Northpointe Parke Subdivision.

10. Modified 57' street section on 'T' Circle with sidewalk excluded on a portion of the west side.

Justification: 'T' Circle runs along the planned Niños Parkway that will include a 10-foot wide ped/bike path in close proximity to the 'T' Circle frontage. Duplication of sidewalk next to parkway path would otherwise result. Excluding the sidewalk will allow more green space along the parkway.

11. Deviation from the City of Sacramento standard for private alley surface of concrete to a surface of asphalt.

Justification: To allow the placement and future maintenance of underground utilities. Both CSD-1 and S M U D will not allow their facilities to be placed under concrete.

Development Engineering staff has reviewed the requested modifications and has found the modifications acceptable, subject to the conditions contained in this staff report.

Tentative Subdivision Map Design (Panhandle – Dunmore Central)

1. Map Design

The applicant is proposing a Tentative Subdivision Map (Exhibit 1W) to subdivide 136.4± acres into approximately 417± single-family lots, 1 medium density lot, 4 condominium lots (Greencourt), 1 high density lot, 1 neighborhood commercial lot, 3 park lots, 5 open space lots, and 11 landscape lots.

2. Traffic and Transit

Circulation: The project site will be served by several facilities currently existing and proposed. A description of these facilities is provided below:

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Interstate 5 is a six-lane freeway providing north-south access throughout the Sacramento area

Interstate 80 is a six-lane freeway providing east-west access throughout the Sacramento area.

Elkhorn Boulevard is currently a two-lane arterial providing east-west access along the northern border of North Natomas and through the County. Currently Elkhorn Boulevard extends from Power Line Road (County) to the west to Interstate 80 (County) to the east. The roadway then turns into Greenback Lane, east of Interstate 80. Access to the northern portion of the site will be provided from National Drive to Elkhorn Boulevard.

Club Center Drive is a two-lane roadway providing east-west access in North Natomas. Club Center Drive currently extends from Maybrook Drive to the west to this project site to the east. Eventually Club Center Drive will continue from East Commerce Way to the west to National Drive to the east. Access to the western portion of the site will be provided from Club Center Drive.

Sorento Road is a two-lane road providing north-south access in the City and County. Sorento Road extends from Del Paso Road to the south (City/County) to Elkhorn Boulevard to the north (County). Sorento Road borders the project site to the east.

National Drive will eventually be a four-lane roadway providing north-south access through the project site. National Drive currently extends from approximately Sierra Point Drive (County) to Del Paso Road (County). Eventually National Drive will extend from Del Paso Road to Elkhorn Boulevard to the north.

A, B, S, and T or X Drives will be two lane roads providing access throughout the Panhandle – Dunmore Central project site.

C through R and V through Y Ways will be two lane roads providing access throughout the Panhandle – Dunmore Central project site.

Alleys 1, 2, 3, and 4 will be private alleys that provide vehicular access to alley-loaded single-family residences in the Panhandle – Dunmore Central project site.

Air Quality/Transportation Management Plan (AQ/TMP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance. The applicant will submit their TSM and Air Quality Plan to the City's Alternative Modes Coordinator for review and approval.

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Staff recommends the Planning Commission approve the Tentative Subdivision Map for Panhandle – Dunmore Central, in that the map is generally consistent with the 1994 North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance

Subdivision Modification (Panhandle – Dunmore Central)

The applicant is requesting Subdivision Modifications for the Panhandle – Dunmore Central Tentative Subdivision Map, with the following justifications:

1. Deviation from the standard minimum alley width of 20' to a larger cross section of 25'.
Justification: This is proposed to allow for easier vehicular movement within the alleys and is an increase of standards
2. Modification to Section 9.1 and 9.2 of the Design and Procedures. Propose to use CSD-1 standards for sewer average flow and design flow calculations.
Justification: The existing, downstream sewer system was designed using the CSD-1 calculation methodology. The requested methodology will eliminate the differences in the two flow calculation methods and will match the existing design of the downstream sanitary sewer system
3. Modification to Section 9.4.2.2 and 11.9 of the Design and Procedures Manual. Propose to place the sanitary sewer on the west of the street centerline and storm drain on the east side of the centerline along National Drive, 'A' Drive and 'G' Way.
Justification: Will reduce potential for utility crossing conflicts and minimize design of inverted siphons in the storm drain system. Limited to streets along open space areas
4. Street intersections – tangents into curve 90 degrees \pm 7 degrees, as shown on Tentative Map at 'N' Way and 'J' Way and 'M' Way and 'J Way'.
Justification: Intersection angles are minor and do not create a safety hazard. Including tangents at intersections as required by design standards would result in more curves and a more awkward centerline alignment
5. Modified 'Residential Street' section to show a 57' total width as shown on the Tentative Map.
Justification: The wider street section is justified for residential streets carrying additional residential traffic. The proposed 57' is the same as the 53' street standard except four feet additional width is added to the pavement section.
6. Modified 'Residential Street' section to show a 57' total width for streets adjacent to elementary schools and park sites as shown on the Tentative Map.
Justification: The wider street section is justified for residential streets adjacent to elementary schools and park sites. The proposed 57' is the same as the 53'

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street standard except four feet additional width is added to the pavement section. This section has been recommended by the Public Works Department for this project.

7. 57' street section on 'A' Drive and 'M' Way with sidewalk excluded on a portion of the west side as shown on the Tentative Map

Justification: 'A' Drive runs along the planned Ninos Parkway that will include a 10-foot wide ped/bike path in close proximity to the 'A' Drive and 'M' Way frontages. Duplication of sidewalk next to the parkway path would otherwise result. Excluding the sidewalk will allow more green space along the parkway.

8. Rolled curb and gutter (type #13) on 53-foot and 57-foot street sections as shown on the tentative map (residential lot frontages only).

Justification: Rolled curb provides greater flexibility in house/driveway orientation and design. Vertical curb and gutter and early construction of driveway cuts limit house/driveway options and limits creative variations in home product design. Rolled curb and gutter was used with success in the adjacent Northpointe Park Subdivision.

9. Deviation from the City of Sacramento standard for private alley surface of concrete to a surface of asphalt

Justification: To allow the placement and future maintenance of underground utilities. Both CSD-1 and SMUD will not allow their facilities to be placed under concrete.

Development Engineering staff has reviewed the requested modifications and has found the modifications acceptable, subject to the conditions contained in this staff report.

Tentative Subdivision Map Design (Panhandle – Dunmore South)

1 Map Design

The applicant is proposing a Tentative Subdivision Map (Exhibit 1X) to subdivide 252.7± acres into approximately 794± single-family lots, 2 high density lot, 1 medium density multi-family lot (condominium), 3 condominium lots (greencourt), 4 commercial lots, 1 school site, 3 park lots, 2 open space lots, 7 landscape/paseo lots, 4 private landscape lots, and 1 private recreation center lot.

2 Traffic and Transit

Circulation: The project site will be served by several facilities currently existing and proposed. A description of these facilities is provided below:

Interstate 5 is a six-lane freeway providing north-south access throughout the Sacramento area.

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Interstate 80 is a six-lane freeway providing east-west access throughout the Sacramento area

Elkhorn Boulevard is currently a two-lane arterial providing east-west access along the northern border of North Natomas and through the County. Currently *Elkhorn Boulevard* extends from *Power Line Road* (County) to the west to *Interstate 80* (County) to the east. The roadway then turns into *Greenback Lane*, east of *Interstate 80*. Access to the northern portion of the site is provided directly from *Elkhorn Boulevard*.

National Drive will eventually be a four-lane roadway providing north-south access through the project site. *National Drive* currently extends from approximately *Sierra Point Drive* (County) to *Del Paso Road* (County). Eventually *National Drive* will extend from *Elkhorn Boulevard* to *Sierra Pointe Drive* to the southwest.

Mayfield Drive is a two-lane road providing north-south access in the city. Currently *Mayfield Drive* extends from *North Bend Drive* to the west and continues to the project site, where it then becomes a pedestrian connection.

Aimwell Avenue is a two-lane road providing east-west access in the city. Currently *Aimwell Avenue* extends from *North Bend Drive* to the west and will continue into the project site to "K" Way.

Cadman Court is a two-lane court that current dead ends at the project site. Currently *Cadman Court* extends from *Archcrest Way* to the west and continues to the project site, where it then ends at a proposed park site and the rear of a single-family lot.

A through EE Drive / Way will be two lane roads providing access throughout the Panhandle – Dunmore South project site.

1 through 7 Courts will be two lane courts throughout the Panhandle – Dunmore South project site.

Alleys 1 through 9 will be private alleys that provide vehicular access to the alley-loaded single-family residences in the Panhandle – Dunmore South project site.

Air Quality/Transportation Management Plan (AQ/TMP): The applicant will implement air quality mitigation strategies by complying with the Transportation Systems Management (TSM) Plan Ordinance. The applicant will submit their TSM and Air Quality Plan to the City's Alternative Modes Coordinator for review and approval

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Staff recommends the Planning Commission approve the Tentative Subdivision Map for Panhandle – Dunmore South, in that the map is generally consistent with the 1994 North Natomas Community Plan, General Plan, and the City's Subdivision Ordinance

Subdivision Modifications (Panhandle – Dunmore South)

The applicant is requesting Subdivision Modifications for the Panhandle – Dunmore South Tentative Subdivision map, with the following justifications:

1. Deviation from the standard minimum 1000' radius on a 4-lane arterial to a 750' radius on National Drive as shown on the Tentative Map
Justification: Reduced centerline radius related to planned slower design speed from 50 mph to 35 mph. This is part of the traffic calming measures to slow traffic on National Drive through the project. Other features include on-street parking for portions of National Drive and traffic roundabouts
2. Deviation from the standard minimum intersection offset of 120' to 95' at 'F' Way and 'C' Drive as shown on the Tentative Map
Justification: A large drainage pipe (36") is planned to run south to north to serve the project. The street connection of 'G' Way is needed to keep the drainage pipe and overland release within a public street versus an easement between lots.
3. Deviation from the standard minimum tangent length at intersections to be less than the required 42' from end of curve to center of intersection. Applies to 'K' Way at 'J' Way, 'U' Way at 'W' Way and 1 Court at 'Z' Way as shown on the Tentative Map
Justification: The modified grid street/lot pattern and intersection angles require request in a limited number of cases. Modified grid pattern is more desirable urban design. Requested modifications are minor and will not create a safety hazard.
4. Deviation from the standard minimum alley width of 20' to a larger cross section of 25'
Justification: This is proposed to allow for easier vehicular movement within the alleys and is an increase of standards.
5. Modification to Section 9.1 and 9.2 of the Design and Procedures. Propose to use CSD-1 standards for sewer average flow and design flow calculations.
Justification: The existing, downstream sewer system was designed using the CSD-1 calculation methodology. The requested methodology will eliminate the differences in the two flow calculation methods and will match the existing design of the downstream sanitary sewer system.
6. Modification to Section 9.4.2.2 and 11.9 of the Design and Procedures Manual. Propose to place the sanitary sewer on the west of the street centerline and

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storm drain on the east side of the centerline along National Drive, 'A' Drive and 'G' Way.

Justification: Will reduce potential for utility crossing conflicts and minimize design of inverted siphons in the storm drain system. Limited to streets along open space areas.

7. Modified 'Residential Street' section to show a 57' total width as shown on the Tentative Map.
Justification: The wider street section is justified for residential streets carrying additional residential traffic. The proposed 57' is the same as the 53' street standard except four feet additional width is added to the pavement section.
8. Modified 'Residential Street' section to show a 57' total width for streets adjacent to elementary schools and park sites as shown on the Tentative Map.
Justification: The wider street section is justified for residential streets adjacent to elementary schools and park sites. The proposed 57' is the same as the 53' street standard except four feet additional width is added to the pavement section. This section has been recommended by the Public Works Department for this project.
9. Modified 53' and 57' street sections as listed below and shown on the Tentative Map:
 - 1) 53' street section with attached 5' sidewalk on the west side of 'C' Drive where adjacent to the existing Natomas Charter School
 - 2) 53' street section with enhanced sidewalk and planter (to be determined) for street between 'C' Drive and 'B' Drive
 - 3) 57' street section on 'A' Drive with sidewalk excluded on a portion of the west side
Justification:
 - 1) The existing, off-site school is 2-3 feet below planned grade for 'C' Drive. An attached walk will allow more flexibility in grading/slopes along the frontage and will help avoid use of retaining wall.
 - 2) This street is possible pedestrian corridor between the Natomas Charter School and the on-site 7.4 acre park site. The wider sidewalk and planter will enhance the connectivity between the school and park.
 - 3) 'A' Drive runs along the planned Ninos Parkway that will include a 10-foot wide ped/bike path in close proximity to the 'A' Drive frontage. Duplication of sidewalk next to parkway path would otherwise result. Excluding the sidewalk allow more green space along the parkway.
10. Rolled curb and gutter (type #13) on 53-foot and 57-foot street sections as shown on the tentative map (residential lot frontages only).
Justification: Rolled curb provides greater flexibility in house/driveway orientation and design. Vertical curb and gutter and early construction of driveway cuts limit

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house/driveway options and limits creative variations in home product design. Rolled curb and gutter was used with success in the adjacent Northpointe Park Subdivision.

- 11. Deviation from the City of Sacramento standard for private alley surface of concrete to a surface of asphalt.

Justification: To allow the placement and future maintenance of underground utilities. Both CSD-1 and SMUD will not allow their facilities to be placed under concrete

Development Engineering staff has reviewed the requested modifications and has found the modifications acceptable, subject to the conditions contained in this staff report

Subdivision Review Committee Recommendation

On October 4, 2006, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the Tentative Master Parcel Maps and Tentative Subdivision Maps subject to the recommended conditions of approval for this project. Subsequently, the Tentative Master Parcel Maps and Tentative Subdivision Maps have been revised and the project returned to Subdivision Review Committee on April 4, 2007. Revised conditions were added to the Tentative Master Parcel Maps and Tentative Subdivision Maps.

Respectfully submitted by: Arwen Wacht
ARWEN WACHT
Associate Planner

Recommendation Approved:

Scot Mende
SCOT MENDE
New Growth Manager

ATTACHMENT 2 - ENVIRONMENTAL IMPACT REPORT AND MITIGATION
MONITORING PLAN RESOLUTION

RESOLUTION NO. 2007 - XXXX

Adopted by the Sacramento City Council

Date

**CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND
ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE
NORTHGATE 880 / PANHANDLE PROJECT (M05-031, P05-077)**

BACKGROUND

A. Based on the initial study conducted for the Panhandle Annexation and Planned Unit Development (PUD) Project (SCH# 2005092043) ("Project"), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project may have a significant effect on the environment and prepared an environmental impact report ("EIR") on 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:

1. A Notice of Preparation ("NOP") of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from September 8, 2005 through October 11, 2005.
2. A second Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from October 21, 2005 through November 22, 2005. The purpose of the second NOP was to ensure that notice of the project was provided to property owners and interested persons and agencies.
3. A Notice of Completion ("NOC") and copies of the Draft EIR were distributed to the Office of Planning and Research on November 3, 2006 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.
4. 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. 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 December 18, 2006.

5. A public notice was placed in the Daily Recorder on ???, which stated that the Draft EIR was available for public review and comment.

6. A public notice was posted in the office of the Sacramento County Clerk on ???.

7. 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.

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

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

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

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

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

5. Zoning Ordinance of the City of Sacramento

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

7. Sacramento Housing and Redevelopment Agency, Sacramento Department of City Planning, Urban Design Plan 3.0, Architectural Design Policies

8. City of Sacramento, 2005-2010, Capitol Improvement Program, Utilities Program Overview

9. The Mitigation Monitoring Plan for the Project.

10. 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.

C. 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.

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

Section 1. Pursuant to CEQA Guidelines section 15090, the City Council certifies that:

A. The Final EIR 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 City of Sacramento environmental guidelines;

B. The Final EIR has been presented to the City Council, and the Council has reviewed and considered the information contained in the Final EIR prior to taking action on the Project;

C. The Final EIR reflects the City Council's independent judgment and analysis.

Section 2. 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. Description of the Project

The project proposes the annexation of a 1,430-acre site (currently located in unincorporated Sacramento County) known as the "Panhandle," to the City. The project area consists of two portions: the Southern Portion, or the 835-acre area to the south of Del Paso Road, between Del Paso Road and I-80, Northgate Boulevard and Gateway Park Boulevard and, the Northern Portion, or the 594.7-acre area to the north of Del Paso Road, between Del Paso Road and Elkhorn Boulevard. Upon annexation, the Northern Portion is proposed to be developed with a Planning Unit Development (PUD) with a variety of low-, medium-, and high-density residential uses (a total of 3,075 residential units), commercial uses, an elementary school, a middle/high school, and recreation and park spaces. Streets, water and sewer lines, and drainage facilities

would be installed as part of the proposed development. No development entitlements are proposed for the Southern Portion.

B. 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. (bb); see also Pub. Resources Code, § 21081, subd. (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, subd.(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:

1. 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 Planning Commission, 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 impacts is set forth below.

Section 4.2 Agricultural Resources

- Impact 4.2.2. The project would place urban land uses adjacent to agricultural lands, which may impair adjacent agricultural activities and result in land use compatibility conflicts. This would result in a significant impact. (Less than Significant after Mitigation)

Facts in Support of Finding

Implementation of the Panhandle PUD would place residential uses within 158 feet of agricultural lands but would not include the provision of the 250-foot buffer required by the NCCP. Since the project does not propose to include the NNCP required 250 foot buffer between the residential uses to the south of Elkhorn Boulevard, potential incompatibilities between the Project’s urban uses and the agricultural land to the North of Elkhorn Boulevard would be significant. Conflicts between agriculture and urban uses mainly would affect the agricultural areas that would remain adjacent to the proposed project site.

Implementation of the following mitigation measures would reduce this impact to

Less Than Significant:

Mitigation Measure 4.2.2a (From MMP). The project applicant shall obtain the right to maintain a 250 foot agricultural buffer along Elkhorn Boulevard, which shall be extinguished if the land north of Elkhorn Boulevard is designated for urban uses.

Mitigation Measure 4.2.2b (From MMP). As necessary, identify and implement the financing mechanism to fund maintenance of the 250-foot wide agricultural open space buffer identified in Mitigation Measure MM 4.2.2a until such time as it is converted to urban uses.

Mitigation Measure 4.2.2c (From MMP). A disclosure statement including the following text shall be recorded against the properties located within the Panhandle PUD: "Residents of property which are adjacent to land which is zoned for agricultural use or which is designated for agricultural use may be subject to inconveniences or discomfort from the pursuit of agricultural operations including but not limited to cultivation, plowing, spraying, fertilizing, pruning, and harvesting which occasionally generates dust, smoke, noise and odor; from the noise, odors, and other features attributed to the keeping of farm animals; and from the conduct of farming activities during typical working hours, as well as late in the evening, early in the morning, or 24-hours a day during certain times and seasons of the year. Residents on adjacent property should be prepared to accept such inconvenience and recognize that these uses will occur. If, however, an agricultural operation is being conducted in a manner which does not appear to be consistent with accepted agricultural practices, any person may file a complaint with the office of the Agricultural Commissioner, located at 4137 Branch Center Road, Sacramento, California."

This impact is less than significant after mitigation.

Section 4.4 Traffic and Circulation

- Impact 4.4.1. The Panhandle PUD would contribute to traffic impacts to the transportation system in the vicinity of the project area. This would be a significant impact. (Less than Significant after Mitigation)

Facts in Support of Finding

The buildout under the Panhandle PUD would contribute to the need for the extension and widening of several local roadways, intersection improvements and signalization of intersections in and around the project area.

Implementation of the following mitigation measure would reduce this impact to Less Than Significant:

Mitigation Measure 4.4.1 (From MMP). The project applicant shall be required to

develop the Panhandle PUD Finance Plan for review and approval by the City of Sacramento. The Panhandle PUD Finance Plan shall identify the financing mechanism(s) for all feasible transportation improvements defined as adopted mitigation measures including, but not limited to, new roadway widenings, traffic signals, and public transit. The project applicant shall coordinate the preparation of the finance plan with the City, County of Sacramento and the Metro Air Park Public Facilities Financing Plan and Greenbriar Finance Plan. All mitigation measures with "fair share" contributions would be implemented through the proposed financing mechanism(s) indicated in the finance plan or by some other mechanism as determined by the City of Sacramento in consultation with the County of Sacramento. The Panhandle PUD Finance Plan shall be approved by the City at the time the project is considered for approval and shall become a condition of approval.

This impact is less than significant after mitigation.

- Impact 4.4.2. The Panhandle PUD at build-out would result in significant impacts to area intersections under baseline conditions. This would be a significant impact. (Less than Significant after Mitigation)

Facts in Support of Findings

Development under the Panhandle PUD generated traffic would either trigger or contribute to traffic operations that violate City and County LOS standards. These intersections include the following: (i) SR 99 Northbound Ramps/Elkhorn Boulevard; (ii) Natomas Boulevard/Elkhorn Boulevard; (iii) National Drive/Elkhorn Boulevard; (iv) I-5 Southbound Ramps/Del Paso Road; (v) I-5 Northbound Ramps/Del Paso Road; (vi) Natomas Boulevard/Del Paso Road; (vii) National Drive/Del Paso Road; and (viii) Kenmar Road/Del Paso Road. The Southern Portion is nearly built out and the project does not propose any development request for this portion of the Panhandle Area.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.4.2a (From MMP). The project applicant shall pay its fair share, currently calculated to be 7.67% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the SR 99 Northbound Ramps/Elkhorn Boulevard Intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

Mitigation Measure 4.4.2b (From MMP). The project applicant shall modify the traffic signal timings at the Natomas Boulevard/Elkhorn Boulevard intersection to

provide additional green time for the eastbound and westbound through movements.

Mitigation Measure 4.4.2c (From MMP). The project applicant shall provide an additional left-turn lane on westbound Elkhorn Boulevard to serve vehicles traveling from Elkhorn Boulevard to southbound National Drive.

Mitigation Measure 4.4.2d (From MMP). The project applicant shall pay its fair share, calculated to be 4.16% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the I-5 Southbound Ramps/Del Paso Road intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

Mitigation Measure 4.4.2e (From MMP). The project applicant shall pay its fair share, calculated to be 6.40% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the I-5 Northbound Ramps/Del Paso Road intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

Mitigation Measure 4.4.2f (From MMP). The project applicant shall pay its fair share, calculated to be 10.30% (based on the Panhandle PUD Public Facilities Plan), to provide an additional left-turn lane on eastbound and westbound Del Paso Road (i.e., dual left-turn lanes on both approaches) at the Natomas Boulevard/Truxel Road intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

Mitigation Measure 4.4.2g (From MMP). The project applicant shall provide the following improvements at the National Drive/Del Paso Road intersection: (i) Provide two additional eastbound left-turn lanes on Del Paso Road (triple left-turn lanes); (ii) Provide an additional eastbound through lane on Del Paso Road; and (iii) Provide an additional through lane on northbound National Drive.

Mitigation Measure 4.4.2h (From MMP). The project applicant shall pay its fair share, calculated to be 27.30% (based on the Panhandle PUD Public Facilities Financing Plan), to provide a traffic signal at the Del Paso Road/Kenmar Road intersection and provide a westbound left-turn lane to serve vehicles turning from

westbound Del Paso Road onto southbound Kenmar Road. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

This impact is less than significant after mitigation.

- Impact 4.4.4. The Panhandle PUD project would add pedestrian and bicycle demands within the project site and to/from the proposed commercial uses, residential and school sites. Specific and detailed information on improvements to on/off-site pedestrian and bicycle facilities is unavailable at this time. Since the project would add demand for adequate pedestrian and bicycle facilities which may not be available, it would be a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The project would construct sidewalks and pedestrian paths throughout the development. These sidewalks would provide pedestrian connections within the site and to the proposed commercial and school site. No bicycle facilities are currently available on or near the project site. Bike lanes exist at several locations on Del Paso Road. The project would increase demand for bicycle facilities. While the Panhandle PUD has proposed pedestrian and bicycle facilities, no specific improvement details have been provided to the City.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.4.4 (From MMP). The project applicant shall meet the following requirements:

- a. Prior to recordation of the first map, the project applicants shall coordinate with the City of Sacramento, Development Services Department to identify the necessary on- and off-site pedestrian and bicycle facilities serving the proposed development. These facilities shall be incorporated into the project and may include sidewalks, STOP signs, in-pavement lighted crosswalks, standard pedestrian and school crossing warning signs, bicycle lanes, bicycle parking, and signs to identify pedestrian and bicycle paths, marked and raised crosswalks, and pedestrian signal heads.
- b. Circulation and access facilities to all proposed parks and public spaces shall include sidewalks that meet American with Disability Act standards.
- c. The project applicant shall provide on-street bicycle lanes within the community. Details on the design of these bicycle lanes shall be prepared in

consultation with the City of Sacramento, Development Services Department.

d. Bicycle parking facilities shall conform to City standards and shall be located in high visibility areas to encourage bicycle travel.

This impact is less than significant after mitigation.

- Impact 4.4.5. The Panhandle PUD would increase demand for public transit facilities, none of which are proposed to be provided to the project site at this time. Therefore, the project would result in a significant public transit impact. (Less than Significant After Mitigation)

Facts in Support of Findings

Public transit is not currently provided to the project site. At the time, the project application was submitted to the City, no plans for the provision of public transit services were proposed. The project would increase demand for public transit facilities, none of which are proposed to be provided to the project site at this time.

Implementation of the following mitigation measure would reduce this impact to Less Than Significant:

Mitigation Measure 4.4.5 (From MMP). The project applicant shall coordinate with Sacramento Regional Transit District (SRTD) to provide transit services during peak commute periods. To promote the use of public transit services, the project applicant shall promote the availability of transit services at the time the proposed residences are available for sale. The residents shall be able to use public transit services to the Central Business District (CBD) where they can transfer to light rail, buses or trains and connect to destinations in the greater Sacramento metropolitan area and the San Francisco Bay Area. Off-peak transit services shall also be considered as development and ridership demands increase. Final design and location of bus stops and shelters shall be prepared in consultation with the City of Sacramento and SRTD and will be subject to the approval of the City and SRTD.

This impact is less than significant after mitigation.

- Impact 4.4.6. The Panhandle PUD construction would increase traffic volumes in the project area and involve the use of large construction equipment and vehicles that could result in traffic hazards. This is considered a potentially significant impact. (Less Than Significant After Mitigation)

Facts in Support of Findings

Construction activities associated with the Panhandle PUD could result in temporary (though significant) disruptions in traffic conditions along project area

roadways, including local residential roadways. Disruptions could include, but are not limited to, inconveniences associated with temporary roadway closures, temporary traffic congestion from slow moving construction vehicles and equipment and blocked access for emergency vehicles. Construction traffic would include construction worker commute trips, delivery of construction equipment, haul truck trips, delivery trips and other associated trips. The project applicant has not provided any details regarding the exact extent of construction equipment or workers or how the site would be accessed during construction.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.4.6 (From MMP). Prior to the issuance of grading permits for the Panhandle PUD, the project applicant shall prepare a Construction Management Plan that will address construction traffic and ensure acceptable and safe operating conditions on project area roadways. This Plan shall be reviewed and approved by the City and any other affected agency and will contain the following (at a minimum):

- a. Identification of the anticipated mix of construction equipment and vehicles and their proposed staging location.
- b. Number of truck trips and the daily schedule of truck trips entering and leaving the site. Truck trips shall be scheduled outside the AM and PM peak hours of traffic.
- c. Prohibition of construction traffic using any of the existing residential roadways west of the site or Sorento Road to access the site. All construction traffic shall utilize either Del Paso Road to Elkhorn Boulevard.
- d. Identification of measures to maintain safe vehicular, pedestrian and bicycle movements in the project area.
- e. Maintenance of access for emergency vehicles in the project area.
- f. Provision of manual traffic control (if required).
- g. Clear demarcation of construction areas along project roadways.
- h. Provision of this Plan 14 days prior to the commencement of construction.

This impact is less than significant after mitigation.

- Impact 4.4.7. The project, in combination with anticipated development in the area, would contribute to an increase in traffic volumes on project area roadways that would result in intersections operating below acceptable levels of service. The project's contribution would be cumulatively considerable. (Less than

Significant After Mitigation)

Facts in Support of Findings

Implementation of the project (Panhandle PUD and anticipated build-out of the Southern Portion) in combination with anticipated development conditions in year 2025 would result in significant traffic to the following project area intersections: (i) National Drive/Elkhorn Boulevard (with Panhandle PUD only); (ii) E. Levee Road/Elkhorn Boulevard (with or without the Panhandle PUD); (iii) Natomas Boulevard/Club Center Drive (with Panhandle PUD only); (iv) Natomas Boulevard/Truxel Road/Del Paso Road (with or without the Panhandle PUD); (v) Gateway Park Boulevard/Del Paso Road (with Panhandle PUD only); (vi) National Drive/Del Paso Road (with Panhandle PUD only); (vii) Sorento Road/Del Paso Road (with or without the Panhandle PUD); and (viii) Kenmar Road/Del Paso Road (with or without the Panhandle PUD).

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.4.7a (From MMP). The project applicant shall pay its fair share, calculated to be 57.17% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the E. Levee Road/Elkhorn Boulevard Intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

Mitigation Measure 4.4.7b (From MMP). The project applicant shall pay its fair share, calculated to be 12.73% (based on the Panhandle PUD Public Facilities Financing Plan), to modify the traffic signal timings and modify the signal phasing to provide a right-turn overlap phase for the southbound right-turn movement (i.e., the southbound right-turn movement would receive a green arrow when the Del Paso Road eastbound left-turn movement received a green arrow). This would require prohibiting U-turns for the eastbound left-turn movement on Del Paso Road. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.

Mitigation Measure 4.4.7c (From MMP). The project applicant shall provide a two-way left-turn lane on Del Paso Road at the Sorento Road intersection.

Implementation of MM 4.4.7(a)-(c) will reduce this impact to a less than cumulatively considerable level for all intersections *except* Natomas

Boulevard/Club Center Drive and Gateway Park Boulevard/Del Paso Road intersections where the impact would remain cumulatively considerable and a significant and unavoidable.

This cumulative impact is less than significant after mitigation.

- Impact 4.4.9. The project would add pedestrian and bicycle demands within the project site and to/from the proposed commercial uses, residential and school sites. Specific and detailed information on improvements to on/off-site pedestrian and bicycle facilities is unavailable at this time. This impact is considered cumulatively considerable. (Less than Cumulatively Considerable)

Facts in Support of Finding

According to the City's criteria, the project would result in a significant impact to bicycles and pedestrians if the project conflicts with any existing or planned facility or adds demand to one of these modes that is not adequately accommodated by appropriate facilities. This impact could add to future demands for pedestrian and bicycle facility needs.

Implementation of the following mitigation measure would reduce this impact to Less Than Cumulatively Considerable:

Mitigation Measure: Implement mitigation measure MM 4.4.4.

This cumulative impact is less than significant after mitigation.

- Impact 4.4.10. The project would contribute to the demand for transit facilities within the project area vicinity. This impact is considered cumulatively considerable. (Less than Cumulatively Considerable)

Facts in Support of Finding

Public transit is not currently provided to the project site. At the time the project application was submitted to the City, no plans to provide public transit services had been proposed. The project will likely increase the demand for public facilities in combination with cumulative development conditions (including subsequent development of the Southern Portion).

Implementation of the following mitigation measure would reduce this impact to Less Than Cumulatively Considerable:

Mitigation Measure: Implement mitigation measure MM 4.4.5.

This cumulative impact is less than significant after mitigation.

- Impact 4.4.11. The Panhandle PUD site design (under cumulative traffic conditions) could result in traffic operation impacts. This impact is considered a cumulatively considerable. (Less than Cumulatively Considerable)

Facts in Support of Finding

The Panhandle PUD internal roadway system was evaluated under cumulative conditions to determine whether operational impacts could occur. Based on this analysis, it was determined that intersections associated with National Drive should be modified in order to improve projected traffic operation.

Implementation of the following mitigation measures would reduce this impact to Less Than Cumulatively Considerable:

Mitigation Measure 4.4.11a (From MMP). The project applicant shall widen Del Paso Road to six lanes from Blackrock Drive to the east through the National Drive intersection. East of National Drive, the project applicant shall widen Del Paso Road to include two-way left-turn lane through the Sorento Road and Kenmar Road intersections.

Mitigation Measure 4.4.11b (From MMP). The project applicant shall provide a stop sign at Intersection 3 (National Drive/Parcel 2) for the westbound approach of Intersection 3 and a southbound left-turn on National Drive to serve vehicles entering Parcel 2 rather than installation of a traffic signal as part of final roadway design of the Panhandle PUD.

Mitigation Measure 4.4.11c (From MMP). The project applicant shall eliminate Intersection 1 and relocate the roadway serving Parcel 1 to the south to become the east leg of Intersection 2 and provide stop signs on the eastbound and westbound approaches as part of final roadway design of the Panhandle PUD.

Mitigation Measure 4.4.11d (From MMP). The project applicant shall design Intersection 4 to be restricted to right-turns in/out as part of final roadway design of the Panhandle PUD.

Mitigation Measure 4.4.11e (From MMP). The project applicant shall eliminate the roadway serving Parcel 9 (west of National Drive as part of final roadway design of the Panhandle PUD.

This cumulative impact is less than significant after mitigation.

Section 4.5 Air Quality

- Impact 4.5.2. Short-term (i.e., acute) health risks, such as eye and respiratory tract irritation and increased occurrence of asthma-related incidents, associated with intermittent exposure to construction-generated diesel-exhaust emissions could occur. As a result, short-term exposure of sensitive receptors to TACs

would be considered significant. (Less than Significant After Mitigation)

Facts in Support of Finding

Construction of the proposed uses within the Panhandle PUD (e.g., mixed-use residential and commercial uses, schools, parks, and open space areas) would result in construction-generated diesel-exhaust emissions. Particulate exhaust emissions from diesel-fueled engines were identified as a TAC by the CARB in 1998. Implementation of the proposed project would result in the generation of diesel PM emissions during construction from the use of off-road diesel equipment for site grading and excavation, paving, demolition, and other construction activities. Assuming that construction activities were to occur over an approximate two-year period, construction activities would constitute less than approximately 3 percent of the total exposure period typically applied when calculating cancer risks for residential uses. For this reason, diesel-exhaust PM generated by project construction, in and of itself, would not be expected to create conditions where the probability of contracting cancer is greater than 10 in 1 million for nearby receptors. Long-term health risks associated with short-term construction activities would be considered less than significant. However, depending on the construction activities conducted, as well as site and meteorological conditions, short-term non-carcinogenic risks associated with exposure to diesel-exhaust PM, particularly acrolein, could potentially exceed the SMAQMD-recommended Hazard Index of 1 at nearby receptors. Such short-term health risks commonly include, but are not limited to, eye and respiratory tract irritation and increased occurrence of asthma-related incidents.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.5.2 (From MMP). The project applicant shall implement the following measures to offset construction-related noise impacts.

- a. Onsite diesel-powered stationary construction equipment, such as electrical power generators, shall be located at the furthest distance from nearby receptors.
- b. Onsite diesel-powered mobile equipment shall not be left idling for periods of longer than five minutes.
- c. Onsite diesel powered equipment shall be fitted with diesel particulate filters.

This impact is less than significant after mitigation.

- Impact 4.5.5. Receptors located in the vicinity of proposed commercial land uses may be exposed to odorous emissions. As a result, potential exposure of sensitive receptors to odors would be considered significant. (Less than

Significant After Mitigation)

Facts in Support of Findings

The proposed uses within the Panhandle PUD (e.g., mixed-use residential and commercial uses, schools, parks and open space areas) may result in odor impacts. No major existing sources of odors have been identified in the project vicinity. Several industrial land uses are located in the project vicinity that may result in intermittent emissions of odors. However, based on a review of odor complaints filed within the last approximately 10 years, there have been no odor-related violations associated with these facilities. The proposed project is not anticipated to result in the installation of any major odor emission sources that would result in a potentially significant impact to the occupants of the proposed onsite or existing offsite land uses. However, although specific commercial uses have not yet been identified, uses considered to be minor sources of odors may be developed. Such sources typically include dry cleaning establishments, restaurants, and gasoline stations. Receptors located in the general vicinity of such sources may be exposed to odorous emissions.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.5.5 (From MMP). The project applicant shall implement the following measures to reduce exposure of sensitive receptors to odorous emissions to a less than significant level:

- a. Land uses that have the potential to emit objectionable odorous emissions (e.g., dry cleaning establishments, restaurants, and gasoline stations) shall be located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors.
- b. If an odor-emitting facility is to occupy space in the commercial/convenience area, odor control devices shall be installed to reduce the exposure of receptors to objectionable odorous emissions. The SMAQMD shall be consulted to determine applicable/feasible control devices to be installed.

This impact is less than significant after mitigation.

Section 4.6 Noise

- Impact 4.6.2. Implementation of the proposed project would result in substantial increases in traffic noise levels that would exceed the noise criteria for land use compatibility at nearby land uses. This would be a significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The buildout of proposed uses in the Northern Portion under the Panhandle PUD would result in increased traffic volumes. The increase in daily traffic volumes resulting from implementation of the Northern Portion would generate increased noise levels along nearby roadway segments. Traffic noise associated with the Northern Portion would be increased along local roadways, particularly those providing access to the proposed land uses.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.6.2 (From MMP). A landscaped noise barrier shall be constructed along the southern boundary of the existing residential parcels that are located east of the proposed project site and within line-of-sight and 200 feet of the centerline of Del Paso Road. The sound barrier shall be constructed to a minimum height of 6 feet and shall be of solid construction with no visible air gaps between building materials or at the base of the structure. This barrier would be placed along the property lines of residential parcels along Del Paso Road between Sorento Road and Carey Road and one residential parcel east of Carey Road. This will require modification of the existing driveway access for the residence at the northeastern corner of Sorento Road and Del Paso Road to obtain access to Sorento Road rather than Del Paso Road. This wall shall be installed with required traffic improvements to Del Paso Road.

This impact is less than significant after mitigation.

- Impact 4.6.5. Traffic and stationary noise sources may expose proposed uses to excessive noise levels. This impact is considered potentially significant. (Less than Significant After Mitigation)

Facts in Support of Finding

The Panhandle PUD proposes a mix of various land uses, including residential, and high school, middle school, and elementary school that could be sensitive to existing noise sources. Traffic and stationary noise sources in the vicinity of the Northern Portion may expose noise sensitive uses to excessive noise levels, resulting in land use conflicts related to noise.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.6.5 (From MMP). As part of improvement plans for land uses along Del Paso Road, Elkhorn Boulevard, National Drive and Club Center Drive, landscape noise barriers and/or other subsequent project design features (e.g., building orientation and construction for proposed multi-family PUD parcels 28 and 29) shall be identified that demonstrates compliance with City noise standards (interior and exterior).

This impact is less than significant after mitigation.

Section 4.7 Hazards/Risk of Upset

- Impact 4.7.2. Development of the Panhandle PUD could result some potential for reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This is considered a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The ESA's prepared for the Northern Portion found hazardous materials or listed hazardous materials sites. Field surveys and landlord interviews indicated that a trash collection area and old diary ranch remnants are located on the Krumenacher property. Therefore, release of hazardous materials into the environment during grading and excavation of these areas may occur. In addition, there has been no detailed survey of the structures to determine the presence or absence of asbestos containing materials or lead paint.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.7.2a (From MMP). Prior to the demolition of existing structures in the Panhandle PUD, the project applicant shall have the buildings evaluated for the presence of asbestos containing materials and lead paint. Should these materials be identified, they shall be removed by a licensed and certified contractor using methods that would prohibit accidental release.

Mitigation Measure 4.7.2b (From MMP). Should unknown contamination or underground storage tanks be discovered during construction activities, construction activities shall cease and the project applicant shall notify the City and Sacramento County Environmental Management Department. Discovered contamination shall be remediated to local, state and federal standards. This requirement shall be noted on all project improvement plans.

This impact is less than significant after mitigation.

- Impact 4.7.4. The Panhandle PUD would include detention facilities and water features at park sites that could attract mosquitoes and other water-borne vectors. This would be a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The Panhandle PUD site design includes two detention basins as well as proposed water features at park sites. These features (if not properly designed

and operated) could attract mosquitoes that would expose project residents to several diseases of concern including West Nile virus, malaria and dengue.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.7.4 (From MMP). As part of site-specific design of the Panhandle PUD detention basins and park water features, a Vector Control Plan shall be developed to the satisfaction of the Sacramento-Yolo Mosquito and Vector Control District. The Vector Control Plan shall specify mosquito control measures to be used (e.g., biological agents, pesticides, larvacides, circulating water) as well as identification of maintenance program to ensure control measures are maintained.

This impact is less than significant after mitigation.

Section 4.8 Biological Resources

- Impact 4.8.2. Implementation of the project may result in adverse impacts to special-status species. This would be a potentially significant impact. (Less Than Significant After Mitigation)

Facts in Support of Finding

Implementation of the Panhandle PUD would lead to the direct destruction of habitat that may support special status species. In addition to direct impacts associated with habitat loss, indirect effects of development under the Panhandle PUD could impact these species including water quality impacts, and introduction of non-native species.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.8.2a (From MMP). The project applicant shall participate and implement all species-specific avoidance, minimization, and mitigation measures of the Natomas Basin Habitat Conservation Plan. This shall include provision of evidence that applicable fees and/or land dedication requirements have been met and that all preconstruction and avoidance measures are included in all improvement plans.

Mitigation Measure 4.8.2b (From MMP). If tree removal or ground disturbance occurs between March 15 and August 31, a qualified biologist shall conduct a survey to identify the location of active nests used by migratory birds including raptors.

- a. If an active migratory bird nest is located, the location will be identified on a map. No construction shall occur within a 100 foot-wide buffer established

around the nest, in consultation with CDFG.

b. If an active raptor nest is located, the location will be identified on a map. No construction should occur within a 250 foot-wide buffer established around the nest. If construction must occur, the biologist will monitor the nesting bird's activity to determine if the disturbance results in nest abandonment. If construction is affecting the nesting birds, construction within the buffer will cease until the nesting is completed.

This impact is less than significant after mitigation.

- Impact 4.8.3. Implementation of the project would result in the loss of wetlands or discharge of materials into stream or wetland features. This would be a significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

Implementation of the Panhandle PUD site design will result in fill of all of the wetland features on the site. Construction activities within the Northern Portion and off-site improvements would result in the loss of 4.32 acres of waters of the United States, 6.47 acres of waters of the State of California, and 1.17 acres of habitat for the federally listed vernal pool fairy shrimp (*Branchinecta lynchi*) and California linderiella (*Linderiella occidentalis*). These waters are made up of vernal pool, seasonal wetland, swale, pond, and ditch habitats.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.8.3 (From MMP). To compensate for anticipated and future wetland impacts, a mitigation and monitoring plan will be prepared for submittal to the USACOE with the Section 404 permit application, the RWQCB with the 401 application, and to the CDFG with the Section 1602 Streambed Alteration Agreement permit application. The mitigation plan will identify impacts on all jurisdictional features and mitigation measures that will be implemented to achieve the "no net loss" (i.e., the same amount of wetland resources lost to site development shall be replaced/created). This may include creation of stream or wetland resources off-site as determined acceptable to the City, USACOE, RWQCB and CDFG.

This impact is less than significant after mitigation.

- Impact 4.8.4. Implementation of the project could result in loss of protected tree resources. This would be a potentially significant impact. (Less than Significant After Mitigation)

Fact in Support of Finding

Various trees have been identified within the Northern Portion including native valley oaks, California black walnut, and several non-native species. Trees provide cover as well as nesting and foraging habitat for many bird and mammal species. Removal of trees could result in the loss of nesting sites used by migratory birds or direct mortality to those species. The loss of active nests or direct mortality is prohibited by the MBTA and California Fish & Game Code § 3503.5. In addition, significant individual specimens defined as heritage trees, are afforded protection by the City through Code 12.64.040, which defines and protects special tree resources within the City. These trees, including heritage trees, may be ultimately removed with implementation of the Panhandle PUD.

Mitigation Measure 4.8.4a (From MMP). The following measures shall be implemented to avoid impacts to trees to be retained. These measures shall be included in project improvement plans.

- a. No grade cuts greater than one foot shall occur within the driplines of heritage trees, and no grade cuts whatsoever shall occur within five feet of their trunks;
- b. No fill greater than one foot shall be placed within the driplines of heritage trees and no fill whatsoever shall be placed within five feet of their trunks;
- c. No trenching whatsoever shall be allowed within the driplines of heritage trees. If it is absolutely necessary to install underground utilities within the driplines of a heritage tree, the trench shall be either bored or drilled;
- d. No irrigation system shall be installed within the driplines of preserved native oak tree(s), which may be detrimental to the preservation of the native oak tree(s) unless specifically authorized by the approving body.
- e. Landscaping beneath native oak trees may include non-plant materials such as boulders, cobbles, wood chips, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

Mitigation Measure 4.8.4b (From MMP). Where it is not possible to avoid impacts to heritage trees, tree replacement will be provided consistent with the City Tree Preservation Ordinance to the satisfaction of the City.

This impact is less than significant after mitigation.

- Impact 4.8.5. Implementation of the project in combination with potential development in the region would contribute to cumulative impacts associated with significant effects to special-status plant and wildlife species and habitat loss. This contribution would be cumulatively considerable. (Less than Cumulatively Considerable After Mitigation)

Facts in Support of Finding

The project would result in significant impacts to special-status species, wetland resources and trees. These project impacts would be in addition to other development activities in the region that would result in similar impacts. Thus, the project's contribution is cumulatively considerable.

Mitigation Measure: Implement mitigation measures MM 4.8.2a and b, MM 4.8.3, MM 4.8.4a and b.

This impact is less than significant after mitigation.

Section 4.9 Cultural and Paleontological Resources

- Impact 4.9.2. The proposed Panhandle annexation could result in the potential disturbance of previously undiscovered cultural resources (e.g., prehistoric sites, historical sites, and isolated prehistoric and/or historic features or artifacts) and human remains. This is considered a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

Because the Panhandle PUD is largely undeveloped, the proposed uses within this portion of the project area could result in the potential disturbance of previously undiscovered cultural resources and human remains. Archaeological and historical investigations for the proposed project are adequate to identify typical prehistoric and historic resources in the project area. However, there is a possibility of unanticipated and accidental archaeological discoveries during ground disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation may have the potential to affect significant archaeological resources and human remains.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.9.2a (From MMP). Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Sacramento Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with an appropriate specialist (e.g., archaeologist or architectural historian). The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.

The City and the project applicant shall consider mitigation recommendations presented by a qualified archeologist for any unanticipated discoveries. The City

and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Mitigation Measure 4.9.2b (From MMP). If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

This impact is less than significant after mitigation.

- Impact 4.9.3. The proposed Panhandle annexation could result in the potential damage or destruction of undiscovered paleontological resources. This is considered a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

Because the Panhandle PUD is largely undeveloped, the proposed uses within this portion of the project area could result in the potential disturbance of undiscovered paleontological resources. Pedestrian surface survey of the project area and other research did not identify any evidence of paleontological resources. However, there is a possibility of unanticipated and accidental paleontological discoveries during ground disturbing project-related activities. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.9.3 (From MMP). Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Sacramento Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources.

The City and the project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate.

Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

This impact is less than significant after mitigation.

Section 4.10 Geology and Soils

- Impact 4.10.2. Implementation of the project may place structures and future residents within areas of geologic instability (e.g. shrink-swell of the soils and soil erosion). This is considered a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The proposed development of mixed-use residential and commercial uses, three new schools and park and open space areas within the Panhandle PUD could be subjected to impacts associated with geologic instability. The soils underlying the project area have high percentages of clays that expand and contract with wetting and drying of the soils and that any development in the area could expose people and property to mild geologic hazards due to the high shrink-swell of the soils. If a structure is constructed on an area that contains some expansive soils, the structure may suffer damage from the expansion. The soil groups in the area also have moderate water holding capacity and may increase erosion and runoff rates.

Mitigation Measure 4.10.2a (From MMP). Prior to issuance of a grading permit, a geotechnical report shall be prepared by a qualified geotechnical engineer. The report shall contain specific design and engineering recommendations for the construction of buildings and infrastructure. The design of critical structures shall take into account the existing on-site seismic parameters, sub-surface conditions, soil movement and surface drainage conditions in order to reduce seasonal fluctuations in soil moisture content.

Mitigation Measure 4.10.2b (From MMP). The measures outlined in the project geotechnical report and/or subsequent geotechnical reports shall be implemented throughout all stages of construction, at the direction of the City engineer, to prevent significant impacts associated with geologic instability. A geotechnical engineer shall be present on-site during earthmoving activities to ensure that requirements outlined in the geotechnical reports are adhered to for proper fill and compaction of soils.

If construction work is necessary during the wet weather months (e.g., October through April), the project applicant shall consult with the City engineer and a qualified civil engineer to implement any additional recommendations provided, as conditions warrant. These recommendations would include but not be limited to (1) allowing a prolonged drying period before attempting grading operations at any time after the onset of winter rains; and (2) implementing aeration or lime

treatment, to allow any low-permeability surface clay soils intended for use as engineered fill to reach a moisture content that would permit the specified degree of compaction to be achieved.

This impact is less than significant after mitigation.

Section 4.11 Hydrology and Water Quality

- **Impact 4.11.1.** Development of the project site may increase storm water runoff rates generated within and downstream of the project when compared with existing conditions. This impact is considered to be potentially significant. (Less than Significant After Mitigation)

Facts in Support of Finding

According to the MDR, the entire site would drain to a proposed on-site detention basin in the western portion of the Panhandle PUD that would occupy approximately 20.7 acres. The detention basin would be utilized to provide storage that would allow outflows to be metered at a reduced rate to discharge to existing twin 60-inch pipes that drain runoff from the site. The detention basin would be sized to contain the 100-year 10-day runoff volume assuming a maximum pumping rate of 0.10 cfs/acre. The total storage volume for the detention basin will be about 152 acre-feet, including roughly 25 acre-feet of water quality storage. Thus, implementation of these improvements would accommodate increased drainage flows from Panhandle PUD buildout. However, phased development of the site could potentially result in temporary drainage impacts if the necessary drainage facilities are not in place at the time of site development.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.11.1 (From MMP). As part of approval of each small lot final map and/or each subsequent project, the project applicant shall demonstrate that drainage facilities are consistent with the Drainage Report for the Panhandle PUD (Civil Engineering Solutions, 2006) as approved by the City's Department of Utilities, and adequately attenuate increased drainage flows consistent with City standards. During construction of the Panhandle PUD, sub-grades within 300 feet of the levee shall not be left below the existing grades between November 1st and April 15th. This demonstration may take the form of plans and/or reports and will also be required for future development of the Southern Portion. Prior to recording a master parcel map or each small lot final map, the project applicant shall construct the drainage facilities or provide the drainage assurances for the construction of drainage facilities.

This impact is less than significant after mitigation.

- Impact 4.11.2. Development of the project would introduce sediments and constituent pollutants typically associated with construction activities and urban development into storm water runoff. These pollutants will have the potential of degrading downstream storm water quality. This impact is considered to be potentially significant. (Less than Significant After Mitigation)

Facts in Support of Finding

New development within the Panhandle PUD would increase local runoff production, and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include sediments, heavy metals, petroleum hydrocarbons, pesticides and fertilizers. Structural BMPs are available that may be applied to the proposed development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels. New development within the Panhandle PUD would increase the flow rates and velocities of storm runoff conveyed through project development areas. The increase in site runoff production and velocities of drainage flow produced by the site development may increase the corresponding sediment discharge through the site during storm events. Pollutants are generally components of the sediment discharge associated with drainage flows. Storm drainage originating from the site will be released and transported through downstream properties and will be pumped and delivered to the Sacramento River by RD 1000 facilities. In addition to operational water quality impacts, construction activities could also result in water quality impacts associated with erosion and sedimentation as well as accidental release of petroleum products and other construction materials.

Mitigation Measure 4.11.2a (From MMP). Drainage facilities shall be designated to meet or exceed storm water quality requirements set forth in City Standards pertaining to regional storm water quality control in association with NPDES Stormwater Permit No. CA502597. Water quality control may consist of pollutant source control, water quality treatment through Best Management Practices or a combination of both measures. Water quality control features as part of drainage facilities shall be reviewed and approved by the City prior to approval of improvement plans for the site.

Mitigation Measure 4.11.2b (From MMP). The project applicant shall prepare a SWPPP in conformance with the California Stormwater Quality Association Construction Handbook (Construction Handbook), City standards (Grading, Erosion, and Sediment Control Ordinance and Stormwater Management and Discharge Control Code), NPDES Stormwater Permit No. CA502597 and in compliance with the requirements of the State General Construction Activity Storm Water Permit (CGP) for each construction activity in the Panhandle area (Northern and Southern portions). The Construction Handbook provides general guidance for selecting and implementing BMPs that will eliminate or reduce the discharge of pollutants from construction sites to receiving waters and for

developing and implementing storm water pollution prevention plans that document the selection and implementation of BMPs for a particular construction project. The site specific SWPPP must describe the site, including a description of the erosion and sediment controls proposed (BMPs for water quality), the means of waste disposal, implementation of approved local plans, control measures of post-construction sediment and erosion, maintenance responsibilities, and non-storm water management controls. The developer shall file a Notice of Intent with the State Water Resources Control Board. The Waste Discharge Identification Number and a copy of the SWPPP shall be provided to the City prior to approval of grading improvement plans for the site.

The project applicant shall retain a copy of the approved SWPPP on the construction site. BMPs identified in the SWPPP shall be utilized in all project site development activities. Implementation of appropriate, effective water quality controls will ensure no increase in turbidity, sediment or other pollutant loads into downstream facilities over predevelopment conditions during construction and will ensure that storm water discharges that will result with implementation of the project are in compliance with all current requirements.

Mitigation Measure 4.11.2c (From MMP). Grading and construction activities will need to conform to the requirements set forth in the City's Grading, Erosion and Sediment Control Ordinance, including the submittal of grading and erosion and sediment control plans to the City prior to approval of grading or improvement plans for the site.

This impact is less than significant after mitigation.

- Impact 4.11.3. While the project is not located within a designated 100-year floodplain as currently delineated by FEMA, the project area is protected by a levee system that has been determined by the Sacramento Area Flood Control Agency (SAFCA) to be at risk of underseepage and erosion hazards during a 100-year storm event. This impact would be potentially significant. (Less than Significant After Mitigation)

Facts in Support of Finding

The project area is located within the flooding area of concern as identified in the Natomas Levee Evaluation Report. Although the project area is not located within a FEMA designated 100-year floodplain, based on existing available information from SAFCA, flooding hazards do exist at the project area and would be present until SAFCA implements necessary levee improvements, which are anticipated to be constructed within the next two to five years. While in the long-term it is expected that adequate flood protection (i.e., protection from a 100-year and 200-year storm event) would be provided at the site (and therefore would be less than significant), in the interim time, before completion of flood improvements, the project could place housing and persons in an area subject to flooding hazards.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant for long-term flooding impacts.

Mitigation Measure 4.11.3 (From MMP). The following mitigation measures shall apply in the event that levees currently providing adequate flood protection to the Panhandle Area are decertified by the U.S. Army Corps of Engineers and can no longer provide 100-year floodzone protection. The City anticipates that after any such decertification but before recertification of the levees, FEMA intends to remap the Panhandle Area as a special flood hazard area (likely as an AE, AR, or A99 Zone). Each designation contains specific building and design requirements for new above-ground-level development.

If the Panhandle Area is remapped by FEMA into 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 for the Panhandle Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Panhandle Area provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate, fair, and equitable; and (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 Management Ordinance shall be satisfied prior to the issuance of building permits for the project. Homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.

These mitigation measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers. Under any of these three scenarios (AE, AR, or A99 Zone), homebuilders within the floodzone area shall disclose to all prospective buyers, lenders, bondholders and insurers of property through written disclosure, prior to the sale of units, that the U.S. Army Corps of Engineers has determined that the levees protected 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.

This impact is less than significant for long-term impacts after mitigation.

- Impact 4.11.4. Detention basins in the project would be excavated several feet below existing grade. It is possible that seasonal groundwater would be exposed and will interact with pollutants associated with urban runoff that would be captured within detention basins. This impact is considered to be potentially

significant. (Less than Significant After Mitigation)

Facts in Support of Finding

Groundwater levels for the project area have been identified to occur at 4 to 17 feet below the ground surface. According to the NRCS, soils at the proposed detention basin site are of Soil Groups C and D, have slow infiltration rates, and consist of clays and loams. Pollutants that are collected within new detention basins are likely to become attached to the surface soil particles and are not likely to travel deep into subsurface soil and water layers. Several technical studies have been conducted regarding water quality control feature impacts on groundwater. These studies have identified that water quality control features such as detention and infiltration basins have been successful in controlling water quality and avoiding groundwater quality impacts. However, this impact is considered potentially significant, given the presence of existing residential wells in the area.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.11.4 (From MMP). As part of the final design of the project detention basins, soil borings shall be taken at representative locations within the detention basins to analyze the subsurface soils that are present and the elevation of the subsurface water table. If these soil borings identify shallow groundwater within two (2) feet of the proposed bottom elevation of detention basins or within the detention basins, a liner and/or additional water quality control features may be incorporated into the design of the detention basin, subject to City review and approval.

This impact is less than significant after mitigation.

- Impact 4.11.6. The proposed project in combination with planned and proposed development in the region would contribute to exposing additional residents and businesses to flood hazards. This contribution is considered cumulatively considerable. (Less than Cumulatively Considerable After Mitigation)

Facts in Support of Finding

Implementation of proposed Panhandle drainage improvements would fully mitigate the project's increase in drainage flows during peak flow conditions. Development of the Panhandle area in combination with other reasonably foreseeable development would contribute to placing more residents and development in an area identified to be vulnerable to levee failure.

Mitigation Measures: Implement mitigation measures MM 4.11.1 and MM 4.11.3.

Implementation of MM 4.11.1 and MM 4.11.3 will reduce flooding impacts to a

less than cumulatively considerable level; Environmental effects of MM 4.11.3 will remain significant and unavoidable.

This cumulative impact is less than significant after mitigation.

Section 4.12 Visual Resources

- **Impact 4.12.3.** Development and operation of the Panhandle PUD would introduce new sources of light and glare into a previously undeveloped area. This would result in a significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The Panhandle PUD would create light and glare sources currently not present in the area. Lighting impacts would include streetlights within the project, parking lot lighting, and lights associated with residential, commercial, park uses and park related sports facilities, and school structures. These sources of lighting would increase the sky glow within the region. The proposed Panhandle PUD Development Guidelines includes provisions that residential lighting not spill over onto adjacent home sites and open space areas. However, there are no proposed lighting provisions for commercial uses or sports fields.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.12.3a (From MMP). A lighting plan shall be developed and provided with special use permits and/or development plan review for the Panhandle PUD to ensure that all lights are low intensity, fully hooded, back shielded and directed away from residential areas to reduce the light "spillage" and glare, and prohibit the illumination from breaking the horizontal plane.

Mitigation Measure 4.12.3b (From MMP). Outdoor lighting for commercial uses and community parks/sports facilities in the Panhandle PUD shall be designed to be turned off when not in use where security and safety is not a concern. This requirement shall be included in lighting plans submitted to the City as part of the improvement plans.

Mitigation Measure 4.12.3c (From MMP). Light fixtures for sports fields that are planned to be lighted in the Panhandle PUD shall be directed away from residential areas to reduce light "spillage" and glare. Light fixtures shall be designed to limit illumination to the sports fields and shall demonstrate that the illumination of adjacent residential properties will not exceed 1.0 foot-candles.

This impact is less than significant after mitigation.

Section 4.13 Public Services and Utilities

- Impact 4.13.1.1. Implementation of the proposed project at buildout would increase the demand for fire and emergency protection services that could result in unacceptable service ratios, response times or other performance objectives for fire protection and emergency services. This would be a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

The City General Plan and NNCP safety policies contain additional recommendations regarding the availability of adequate water supply and fire suppression purposes, and development of adequate fire station facilities. SFD staff has reviewed the Panhandle PUD and have determined that the project would trigger the need for new facilities, personnel and/or equipment in order to maintain adequate service levels

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.13.1.1a (From MMP). The project applicant shall pay the necessary project-specific fire service impact fees associated with fire protection services, as outlined in the project's Finance Plan.

Mitigation Measure 4.13.1.1b (From MMP). The Panhandle PUD Finance Plan shall include all necessary public facility improvements (e.g., fire, law enforcement, water, wastewater, parks, roadways and libraries) intended to solely serve the PUD as well as its fair-share contribution to public facilities that serve the North Natomas Community Plan area. The Panhandle PUD Finance Plan shall ensure that public facilities and equipment required to service the PUD are in place concurrent with site development.

This impact is less than significant after mitigation.

- Impact 4.13.4.1. The proposed project at buildout would require connection into the existing wastewater conveyance facilities that may not have adequate capacity. This would be a potentially significant impact. (Less than Significant After Mitigation)

Facts in Support of Finding

Existing SRCSD facilities serving the North Natomas area are capacity constrained. Ultimate capacity will be provided by construction of the Lower Northwest and Upper Northwest Interceptors, currently scheduled for completion in 2010. SRCSD is working to identify potential interim projects to provide additional capacity. SRCSD and CSD-1 will issue sewer permits to connect to the system if it is determined that capacity is available and the property has met all other requirements for service. This process is "first come, first served."

Though once connected the property has the entitlement to use the system, there is no guarantee that capacity will be available when actual requests for sewer service are made.

Implementation of the following mitigation measures would reduce this impact to Less Than Significant:

Mitigation Measure 4.13.4.1a (From MMP). Connection to the CSD-1 sewer system for the Panhandle PUD and subsequent development in the Southern Portion shall be required to the satisfaction of the CSD-1. Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.

Mitigation Measure 4.13.4.1b (From MMP). The project applicant shall submit a final sewer study for the Panhandle PUD for review and approval by CSD-1 prior to approval of small lot final maps. The sewer study report shall be done in accordance with CSD-1's current Minimum Sewer Study Requirements and shall demonstrate that downstream facilities have capacity to accommodate flows from the Panhandle PUD.

Mitigation Measure 4.13.4.1c (From MMP). Prior to approval of small lot final maps or issuance of building permits for the Panhandle PUD, the project applicant shall enter into and record an agreement, to require land reservation for acquisition by the SRCSD for the upper Northwest Interceptor project to install pipelines and facilities in conformance with the SRCSD Master Plan.

This impact is less than significant after mitigation.

2. 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 Planning Commission elects to approve the Project due to overriding considerations as set forth below in Section H, the statement of overriding considerations.

Section 4.1 Land Use and Open Space

- Impact 4.1.2. Implementation of the project would conflict with applicable land use provisions intended to avoid or minimize an environmental effect. This is considered a significant impact.

Facts in Support of Finding

The Panhandle PUD would require an amendment to land use designations and text under the NNCP. While the project is largely consistent with the land use

vision and policy provision of the NNCP, it would conflict with the eastern buffer provisions associated with the Valley View Acres community set forth in open space policy provisions of the NNCP, by the development of land east of the WAPA power lines and proposed policy changes to address this conflict. In addition, the Panhandle PUD would result in the loss of open space and agricultural lands.

The measure listed below is adopted and will reduce this impact. However, even with implementation of this measure, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure: Implement mitigation measures MM 4.2.1, MM 4.2.2c, MM 4.6.3, MM 4.12.2, MM 4.12.3c, and MM 4.1.3.

This impact is significant and unavoidable.

- Impact 4.1.3. The Northern Portion (Panhandle PUD) would result in the substantial loss of existing open space. This is considered a significant impact.

Facts in Support of Finding

Implementation of the Panhandle PUD would result in the conversion of much of the site from open space to urban uses. The Panhandle PUD site is identified for urban development in the 1994 North Natomas Community Plan. As part of City of Sacramento Resolution 940258, the City specifically acknowledged that development under the 1994 North Natomas Community Plan would result in a cumulative and significant and unavoidable loss of farmland. However, the Panhandle PUD would amend the North Natomas Community Plan open space provisions associated with the elimination of the open space buffer east of the WAPA power lines and allow for urban development of this area.

The measure listed below is adopted and will reduce this impact. However, even with implementation of this measure, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.1.3 (From MMP). The Panhandle PUD project applicants shall coordinate with the City and LAFCo to identify appropriate off-site lands to be set aside in a permanent conservation easements at a ratio of no less than one acre of land converted to urban use to one-half acre of open space land preserved. This mitigation measure may be satisfied by compliance with other mitigation requirements involving the permanent conservation of agricultural lands and habitat (e.g., MM 4.2.1).

This impact is significant and unavoidable.

- Impact 4.1.5. Implementation of the proposed project at buildout would contribute to cumulative loss of open space. The project's contribution would be cumulatively considerable.

Facts in Support of Findings

Implementation of the Panhandle PUD would result in the conversion of the site (527.3 acres) from open space to urban uses.

The measure listed below is adopted and will reduce this impact. However, even with implementation of this measure, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure: Implement mitigation measure MM 4.1.3.

Section 4.2 Agricultural Resources

- Impact 4.2.1. Implementation of the proposed project would result in the conversion of approximately 98.6-acres of Prime Farmland and 1.2-acres of Farmland of Statewide Importance. This would be a significant impact.

Facts in Support of Finding

Implementation of the Panhandle PUD would result in the conversion of approximately 98.6 acres of Prime Farmland, 1.2 acres of Farmland of Statewide Importance, 247.5 acres of Farmland of Local Importance, 228.7 acres of Grazing Land and 18.2 acres of Other Lands as defined by the California Department of Conservation. The conversion of the Panhandle PUD from farmland to urban uses would reduce the amount of important farmland (Prime Farmland, Farmland of Statewide Importance and Unique Farmland) by approximately 0.743 percent within Sacramento County. While the Panhandle PUD consists of properties under Williamson Act contracts, these properties have filed for non-renewal and will expire in 2007. The project area was also analyzed under the California Agricultural LESA model to determine agricultural significance. The project site was calculated to have an LE subscore of 28.84, SA subscore of 34.5, and a single numeric LESA score of 63.34. Scoring thresholds indicates that with this score the Northern Portion consists of agricultural land considered significant unless either LE or SA subscores is less than 20 points. Since both the LE and SA subscores for this project are greater than 20 points, the project's conversion of agricultural lands would be considered significant.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.2.1 (From MMP). The Applicant shall protect one acre of existing farmland of equal or higher quality for each acre of Prime Farmland or Farmland of Statewide Importance that would be converted to non-agricultural uses in the Panhandle PUD. This protection may consist of the establishment of farmland easements or other appropriate mechanisms. The farmland to be preserved shall be located within the County. This mitigation measure may be satisfied by compliance with other mitigation requirements involving the permanent conservation of agricultural lands and habitat.

This impact is significant and unavoidable.

- Impact 4.2.3. The proposed project would contribute to cumulative impacts on agricultural lands. The project's contribution would be cumulatively considerable.

Facts in Support of Finding

Implementation of the Panhandle PUD would result in significant impacts to agricultural resources in and adjacent to the project area. The project would contribute to the on-going conversion of farmland in the state to urbanized uses by converting approximately 98.6 acres of agricultural land to residential, commercial, school and recreational uses. It would also contribute to the conversion of the total Important Farmlands in the State to urban uses, and thus contribute to regional farmland conversions and agriculture/urban use conflicts. Urban development within the County have resulted in the loss of approximately 6,168 acres of Prime Farmland and Farmland of Statewide Importance. Several thousand additional agricultural acres have been converted to urban uses since 2002. This loss and conversion of agricultural land and resulting incompatibilities between agricultural and urban uses continues within the City, the County and the state due to the pressures of urban development.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measures: Implement Mitigation Measures MM 4.2.1 and MM 4.2.2a through c.

Section 4.3 Population/Housing/Employment

- Impact 4.3.1. Development of the proposed Panhandle PUD would result in a total population of approximately 7,718 residents, which is 316 residents more than what would be allowed under the current NNCP designations. The PUD would also generate approximately 677 to 900 jobs. This would induce substantial population growth and employment growth and would be a significant impact.

Facts in Support of Finding

Under the current NNCP land use designations, the Panhandle project area could be developed with 2,949 dwelling units and 7,402 residents. As proposed under the Panhandle Annexation and PUD project, the Panhandle PUD would result in the development of 3,075 new residential units and 7,718 residents, which would exceed projected development of the site under the current NNCP land use designations by approximately 126 units and 316 residents. The project also includes commercial and school uses that could generate 677 to 900 employees that also were not anticipated under the NNCP.

There are no mitigation measures available to reduce this impact. This impact will remain significant and unavoidable.

- Impact 4.3.4. Development of the project would contribute increased population in the region which would induce substantial population growth. This contribution is considered cumulatively considerable.

Facts in Support of Findings

The Panhandle PUD would result in the development of 3,075 new residential units and 7,718 residents, which would exceed projected development of the site under the current NNCP land use designations by 126 units and 316 residents. The project also includes commercial and school uses that could generate 677 to 900 employees that also were not anticipated under the NNCP. This development, as well as build out of the Southern Portion, would contribute to growth in the region.

There are no mitigation measures available to reduce this impact. As such, Impact 4.3.4 remains Cumulatively Considerable and Significant and Unavoidable.

Section 4.4 Traffic and Circulation Impact

- Impact 4.4.3. The Panhandle PUD land uses would generate additional traffic for the freeway facilities in the project area vicinity. This is considered a significant impact.

Facts in Support of Finding

Traffic generated from the Panhandle PUD would contribute to the current deficient operation of the following facilities:

- a. I-5/Del Paso Road Northbound off-ramp (diverge) operates at LOS F during the PM peak hour with and without the development of the proposed project under baseline conditions. The proposed project would add

approximately 3 percent traffic to the freeway facility during the PM peak hour.

b. I-5/Del Paso Road Southbound Slip on-ramp (merge) operates at LOS F during the AM and PM peak hours with and without the development of the proposed project under baseline conditions. The proposed project would add approximately 3 and 2 percent traffic to the freeway facility during the AM and PM peak hours, respectively.

c. I-80/Truxel Road Eastbound off-ramp (weaving) operates at LOS E during the PM peak hour under no project conditions and would degrade to LOS F during the PM peak hour with the development of the proposed project. The proposed project would add approximately 3 percent traffic to the freeway facility during the PM peak hour.

d. I-80/Northgate Boulevard Eastbound Loop on-Ramp (merge) operates at LOS F during the PM peak hour with and without the development of the proposed project under baseline conditions. The proposed project would add approximately 2 percent traffic to the freeway facility during the PM peak hour.

e. I-80/Northgate Boulevard Eastbound Slip on-ramp (merge) operates at LOS F during the PM peak hour with and without the development of the proposed project under baseline conditions. The proposed project would add approximately 2 percent traffic to the freeway facility during the PM peak hour.

The measure listed below is adopted and will reduce this impact. However, even with implementation of this measure, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.4.3 (From MMP). The project applicant shall pay a fair share contribution to the Natomas-Airport Light Rail Extension (DNA) project to mitigate the Project's regional traffic impacts on the mainline freeway system in the Panhandle Project area. The City shall determine the project applicant's total "fair share" contribution based on the Project's transit trips in relation to the DNA project's capacity.

- Impact 4.4.7. The project, in combination with anticipated development in the area, would contribute to an increase in traffic volumes on project area roadways that would result in intersections operating below acceptable levels of service. The project's contribution would be cumulatively considerable.

Less Than Cumulatively Considerable for all intersections except Natomas Boulevard/Club Center Drive and Gateway Park Boulevard/Del Paso Road intersections where the impact would remain cumulatively considerable and a significant and unavoidable impact.

- Impact 4.4.8. The project, in combination with anticipated development in the area, would contribute to an increase in traffic volumes on project area state highway system that would result in state highways operating below acceptable levels of service. The project's contribution would be cumulatively considerable.

The City has concluded that a "fair share" contribution to the Downtown-Natomas-Airport Light Rail Extension (DNA) project is a feasible mitigation measure to address the project's incremental impacts on the congested segments of the mainline State Highway System. The contribution will help fund the local share of the DNA project costs and the amount will be based on the project's anticipated transit trips in relation to the DNA project's capacity, and the project may also help bus service within the Panhandle project area. Because the City has not completed a "nexus" and "rough proportionality" study pursuant to the constitutional principles established in *Nollan v. California Coastal Commission* (1987) 483 U.S. 825 and *Dolan v. City of Tigard* (1994) 512 U.S. 374, the project applicant's contribution toward the DNA project can only be secured under the terms of a development agreement. The terms of the development will require the project applicant to pay this "fair share" contribution on a proportionate basis at the time of issuance of building permits for the proposed project.

Implementation of this "fair share" contribution requirement will mitigate the project's impacts on regional traffic conditions in the project area identified in Mitigation Measure MM 4.4.3. However, the contribution of these funds does not ensure that these impacts will be fully mitigated. While implementation of Mitigation Measure MM 4.4.3 would address the project's contribution, the City has concluded these impacts to regional traffic in the project area will remain cumulatively considerable and significant and unavoidable.

Section 4.5 Air Quality

- Impact 4.5.1. Construction-generated emissions of NO_x would exceed SMAQMD's significance threshold of 85 lb/day and because of the Panhandle PUD's size, PM₁₀, emissions would result in or substantially contribute to emission concentrations that exceed the applicable NAAQS and CAAQS. In addition, because Sacramento County is currently designated as a nonattainment area for both ozone and PM₁₀, construction-generated emissions could further contribute to pollutant concentrations that exceed the CCAAQS. As a result, this impact is considered significant.

Facts in Support of Finding

Construction of the proposed uses within the Panhandle PUD would generate construction-generated emissions.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and

unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.5.1a (From MMP). Prior to the issuance of grading permits for the Panhandle PUD, project applicant shall prepare a construction mitigation plan and implement air quality emission reduction measures. The construction mitigation plan shall be reviewed and approved by SMAQMD staff prior to beginning construction. At a minimum, the construction mitigation plan shall include the following measures:

The following measures shall be included to reduce NO_x and visible emissions from heavy-duty diesel equipment.

- a. The project shall provide a plan for approval by the City, 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 NO_x 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.
- b. The project applicant shall submit to the City 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 no construction operations 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.
- 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 to SMAQMD throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations 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.

d. The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_x that exceed SMAQMD's daily emission threshold of 85 lbs/day. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the SMAQMD NO_x Reduction Fee in place at the time of fee payment. That fee is currently \$14,300/ton of NO_x emissions generated, but will likely change over time. This fee shall be paid prior to issuance of grading permits. Detailed construction information for the proposed project is not yet available. However, based upon the preliminary URBEMIS emissions modeling, the expected payment for remaining construction related NO_x emissions over the significance threshold. Fees may be paid on a per/acre basis, in which case the average fee would be approximately \$3,310.12/acre of development. If the projected construction equipment or phases change, the applicant shall coordinate with the SMAQMD to determine if the mitigation fee needs to be recalculated or lowered if project-specific construction information is provided that demonstrates lower emissions than estimated in the Panhandle Annexation and PUD FEIR.

e. All heavy-duty equipment shall be properly tuned and maintained in accordance with manufacturers' specifications. Construction equipment will utilize the Best Available Technology (BAT) so as to minimize vehicle emissions to the extent possible. This may include the use of diesel particulate filters and cooled exhaust gas recirculation or equivalent measures on all off-road and on-road diesel equipment in the construction phase of the project. The project proponent will review amendments to CARB and SMAQMD regulations and City of Sacramento ordinances during construction, and comply immediately with newly adopted regulations, including those for equipment idling, which would reduce the cumulative release of pollutants.

Mitigation Measure 4.5.1b (From MMP). As recommended by the SMAQMD, the Panhandle PUD shall reduce fugitive dust emissions by implementing the measures listed below:

a. 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 3 months, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover. Soil shall be kept moist at all times. Alternatively, non-toxic soil stabilizers shall be applied to all inactive construction areas in accordance with manufacture's specifications.

b. During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces two times per

day, watering haul roads three times per day or paving of construction roads, or other dust-preventive measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.

- c. All vehicles hauling dirt, sand, soil or other loose material shall be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- d. All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
- e. Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.
- f. Excavation and grading activities shall be suspended when winds exceed 20 mph.

This impact is significant and unavoidable.

- Impact 4.5.3. Emissions of ozone-precursor pollutants (i.e., ROG and NOx) would exceed SMAQMD's significance thresholds and could result in a significant contribution to ambient concentrations that could potentially exceed applicable NAAQS and CAAQS for which the SVAB is currently designated non-attainment. As a result, this impact is considered significant.

Facts in Support of Finding

Construction of the proposed uses within the Panhandle PUD would generate emissions of ozone precursor pollutants. Because predicted increases in ozone-precursor pollutants would exceed SMAQMD significance thresholds, this impact would be considered significant.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.5.3 (From MMP). Prior to the issuance of grading permits, the project applicant will coordinate with the SMAQMD and the City of Sacramento and develop a project Air Quality Mitigation Plan (AQMP). In accordance with the North Natomas Community Plan, the AQMP shall reduce ozone precursor emissions associated with new residential development by a minimum of 20 percent compared to the single occupant vehicle baseline. Emissions associated with new non-residential developments shall reduce ozone precursor emissions by a minimum of 50 percent compared to the single occupant vehicle baseline (North Natomas Community Plan 1994). Project

applicants shall coordinate with the SMAQMD to determine the specific mitigation measures to be included in the AQMP. The AQMP shall be reviewed and endorsed by SMAQMD staff prior to issuance of grading permits. Grading permits shall not be issued for the project unless the project applicant has received a letter of endorsement for the project AQMP from the SMAQMD.

Available measures to be included in the AQMP include, but are not limited to the following:

Bicycle/Pedestrian/Transit Measures:

- a. Short-term and long-term bicycle parking facilities
- b. End of trip facilities: showers, lockers, and changing space
- c. Proximity to bicycle path/bicycle lanes: located within 1/2 mile of Class I or II bicycle lanes and include comparable network that connects to the off-site lanes
- d. Pedestrian network internally linking all uses and connecting to existing and planned external streets and pedestrian facilities contiguous with the site
- e. Pedestrian/bicycle safety and traffic calming measures in excess of City requirements.

Parking Measures:

- a. Employee and/or customer paid parking system
- b. Parking reduction less than code
- c. Parking lot design with pedestrian pathways between transit facilities and building entrances
- d. Off-street parking

Site Design Measures:

- a. High density office or mixed-use proximate to transit
- b. Orient toward existing transit, bicycle, or pedestrian corridor
- c. High density residential development
- d. Multiple and direct street routing (grid style)
- e. Affordable housing component

Mixed-Use Measures:

- a. Urban, suburban and other mixed-use

Building Component Measures:

- a. No fireplaces or woodburning stoves
- b. Include ozone destruction catalyst on air conditioning system
- c. Install Energy Star labeled roof materials
- d. Exceed Title 24 energy requirements by 20 percent
- e. Provide shade and/or use light-colored materials and open grid pavement for at least 30 percent of the project's non-roof impervious surfaces
- f. Green roof

TDM and Miscellaneous Measures:

- a. Include permanent transit management association membership and funding
- b. Provide complimentary electric lawnmower to each residential buyer

This impact is significant and unavoidable.

- Impact 4.5.8. Long-term operation of the project would result in increased emissions of ozone-precursor pollutants that would exceed SMAQMD's applicable significance thresholds and could contribute to future concentrations of ozone, for which the region is currently designated non-attainment. This impact would be considered cumulatively considerable.

Facts in Support of Finding

Predicted operational emissions during both summer and winter conditions would exceed the SMAQMD's recommended significance thresholds of 65 lbs/day for ROG and NOx. Operational emissions would be greatest during the winter months, due to the assumed use of wood-burning fireplaces within proposed residential dwelling units. Area source emissions, including use of landscape maintenance equipment, as well as use of consumer products and architectural coatings, resulted in the greatest predicted increase in ROG emissions; whereas, mobile sources resulted in the greatest predicted increase in NOx emissions. Because predicted increases in ozone-precursor pollutants would exceed SMAQMD significance thresholds and contribute to the region's non-attainment status, this impact would be considered cumulatively considerable.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains cumulative considerable and a significant and unavoidable. The cumulatively considerable and significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure: Implement Mitigation Measure MM 4.5.3.

Section 4.6 Noise

- Impact 4.6.1. Short-term construction-generated noise levels could result in a substantial increase in ambient noise levels at existing nearby off-site sensitive land uses as well as on-site residences that are constructed and inhabited before other portions of the project are complete that could exceed applicable noise standards. This would be a significant impact.

Facts in Support of Finding

During development of the Northern Portion, construction could result in increased levels of annoyance and sleep disruption for occupants of existing

residential dwellings or new dwellings constructed nearby as part of the Panhandle PUD. Depending on the activities being performed, as well as the duration and hours during which activities occur, construction-generated noise levels at nearby existing or proposed residences could violate applicable noise standards. In addition, activities occurring during the evening and nighttime hours, when people are more sensitive to noise, could result in increased levels of annoyance and sleep disruption to occupants of nearby residences.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.6.1 (From MMP). Throughout all stages of project construction, project applicants for the Panhandle PUD and potential future City infrastructure upgrades for the Southern Portion shall reduce construction noise by implementing the following measures:

- a. Construction activities shall comply with the requirements of local noise control ordinance. Accordingly, construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7 a.m. and 6 p.m., Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday.
- b. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- c. When not in use, motorized construction equipment shall not be left idling.

This impact is significant and unavoidable.

- Impact 4.6.3. Noise levels generated by future stationary sources in the Panhandle Area could result in a substantial increase in ambient noise levels that could exceed the City's noise standards at existing and project proposed noise-sensitive land uses. This impact would be potentially significant.

Facts in Support of Finding

The Panhandle PUD proposes a mix of various land uses, including residential, neighborhood parks, commercial, and high school, middle school and elementary school land uses. These land uses would result in new stationary noise sources. Predicted noise levels associated with proposed on-site commercial uses, school sites, and recreational uses could potentially exceed the City's applicable noise standards at adjacent proposed residential land uses.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.6.3 (From MMP). Prior to approval of special permits and/or development plan review, site-specific acoustical analysis shall be conducted to determine predicted noise impacts attributable to the proposed subsequent project taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). Each future non-residential use shall be required to conduct a noise analysis with the application of each special use permit and/or development plan review. Mitigation measures shall be identified to reduce existing (power line noise) and project-related noise impacts at noise-sensitive receptors that meets City noise standards (interior and exterior). Mitigation measures may include, but are not limited to the following:

Residential Land Uses

- a. All residential units be equipped with air conditioning sufficient to adequately cool the residential unit in summer conditions with doors and windows closed.
- b. Use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; mechanical air systems; exterior wall insulation, etc.).
- c. All window openings on the south, west, north and east facades in residential units located adjacent to Del Paso Road, National Drive and Elkhorn Boulevard shall be constructed with windows rated STC 30 or better, unless landscaped noise barriers mitigate the traffic noise exposure impact.
- d. Incorporate landscaped noise barriers between residential land uses located adjacent to noise-generating sources, when necessary, to reduce exterior noise levels within outdoor activity areas to within acceptable levels.

Parks

- a. Limit use of amplified public address/sound systems to the community park sites and only during community sports and social events. Design public address/sound systems to direct sound away from residential areas.
- b. Provide advance written notification to future PUD residents within 200 feet of park sites planned with sports fields regarding noise associated with upcoming sporting and other special events.

Commercial Land Uses

- a. Limit material deliveries, landscape maintenance, waste-collection activities, and the operation of noise-generating stationary equipment (e.g., portable generators, compressors, and compactors) to between the hours of 7:00 a.m. and 10:00 p.m.
- b. Noise-generating stationary equipment associated with proposed commercial land uses, including portable generators, compressors, and

compactors, should be enclosed or acoustically shielded to reduce noise-related impacts to nearby dwelling units.

- c. Material loading and unloading areas at commercial land uses should be shielded from line-of-sight of nearby residential dwellings.
- d. Include noise-reduction features (e.g., sound barriers, truck-to-dock seals, increased setback distances/shielding) in the design of material loading and unloading areas at commercial land uses.

Schools

- a. Incorporate landscaped noise barriers between residential lots immediately adjacent to school noise-generating sources (e.g., parking lots and sports facilities) to reduce exterior noise levels.
- b. Provide advance written notification to future PUD residents within 1,000 feet of the planned middle school/high school stadium regarding noise associated with upcoming sporting and other special events.

This impact is significant and unavoidable.

- Impact 4.6.6. Implementation of the proposed project would result in a substantial contribution to cumulative noise levels at nearby land uses. This would be a cumulatively considerable impact.

Facts in Support of Finding

The FHWA Traffic Noise Model was used to predict traffic noise levels along affected roadways for future cumulative traffic conditions, with and without implementation of the proposed project. Predicted traffic noise levels were calculated based on data obtained from the traffic analysis prepared for this project. The project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic under cumulative conditions. Based on the modeling conducted and taking into account distances to nearby receptors and shielding due to existing barriers, implementation of the proposed project would not result in a substantial increase in predicted future cumulative traffic noise levels (with the exception of the Panhandle PUD substantial contribution to noise along Del Paso Road east of the site and proposed residential exposure to cumulative traffic noise levels. In addition to the cumulative traffic noise identified above, full build out of the Southern Portion and anticipated future development beyond what has been factored in the SACMET traffic model for cumulative conditions (e.g., North Natomas Joint Vision Area and Placer Vineyards Specific Plan) could further add to cumulative traffic noise levels in the project area.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains cumulatively considerable and significant and unavoidable. The cumulatively considerable and significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measures: Implement mitigation measures MM 4.6.1, MM 4.6.2, MM 4.6.3, and MM 4.6.5.

Section 4.11 Hydrology and Water Quality

- **Impact 4.11.3.** While the project is not located within a designated 100-year floodplain as currently delineated by FEMA, the project area is protected by a levee system that has been determined by the Sacramento Area Flood Control Agency (SAFCA) to be at risk of underseepage and erosion hazards during a 100-year storm event. This impact would be potentially significant.

Facts in Support of Finding

The project area is located within the flooding area of concern as identified in the Natomas Levee Evaluation Report. Although the project area is not located within a FEMA designated 100-year floodplain, based on existing available information from SAFCA, flooding hazards do exist at the project area and would be present until SAFCA implements necessary levee improvements, which are anticipated to be constructed within the next two to five years. While in the long-term it is expected that adequate flood protection (i.e., protection from a 100-year and 200-year storm event) would be provided at the site (and therefore would be less than significant), in the interim time, before completion of flood improvements, the project could place housing and persons in an area subject to flooding hazards.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, impacts related to short-term flooding remain significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.11.3 (From MMP). The following mitigation measures shall apply in the event that levees currently providing adequate flood protection to the Panhandle Area are decertified by the U.S. Army Corps of Engineers and can no longer provide 100-year floodzone protection. The City anticipates that after any such decertification but before recertification of the levees, FEMA intends to remap the Panhandle Area as a special flood hazard area (likely as an AE, AR, or A99 Zone). Each designation contains specific building and design requirements for new above-ground-level development.

If the Panhandle Area is remapped by FEMA into 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 for the Panhandle Area, or for that portion of the Natomas Basin requiring re-certification for 100-year flood protection including the Panhandle Area provided that such funding mechanism is (i) based on a nexus study; (ii) is regional in nature; (iii) is proportionate, fair, and equitable; and (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 Management Ordinance shall be satisfied prior to the issuance of building permits for the project. Homeowners within the floodzone shall maintain federal flood insurance, as required under the applicable FEMA and City of Sacramento Floodplain Management Ordinance regulations.

These mitigation measures shall terminate upon the first recertification of the levees by the U.S. Army Corps of Engineers. Under any of these three scenarios (AE, AR, or A99 Zone), homebuilders within the floodzone area shall disclose to all prospective buyers, lenders, bondholders and insurers of property through written disclosure, prior to the sale of units, that the U.S. Army Corps of Engineers has determined that the levees protected 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.

This short-term impact is significant and unavoidable.

- Impact 4.11.6. The proposed project in combination with planned and proposed development in the region would contribute to exposing additional residents and businesses to flood hazards. This contribution is considered cumulatively considerable.

Facts in Support of Findings

Implementation of the proposed Panhandle drainage improvements would fully mitigate the project's increase in drainage flows during peak flow conditions. Development of the Panhandle area in combination with other reasonably foreseeable development would contribute to placing more residents and development in an area identified to be vulnerable to levee failure.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure: Implement mitigation measures MM 4.11.1 and MM 4.11.3.

Section 4.12 Visual Resources

- Impact 4.12.2. Implementation of the Panhandle PUD at buildout will alter the existing visual characteristics of the Northern Portion. This is considered a significant impact.

Facts in Support of Finding

Implementation of the Panhandle PUD would substantially alter the existing visual landscape characteristics of the Northern Portion from open space/grazing and grasslands to urban uses. This would alter views of the site from existing residential communities to the west of the site, existing views from rural residences within Valley View Acres neighborhood and along Elkhorn Boulevard and Del Paso Road. Visually, the Northern Portion currently functions as a transition from urban uses of the NNCP to rural uses east of Sorento Road and north of Elkhorn Boulevard. The proposed Panhandle PUD would amend the land use designations for the site and would result in the urbanization of the currently designated open space east of the power lines that was originally established by the NNCP as a buffer from rural residential uses east of Sorento Road. This amendment to the NNCP would result in greater visual impacts than previously considered for this area.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure 4.12.2 (From MMP). The Panhandle PUD Guidelines shall include provisions for landscape buffer treatments along the site's border with Sorento Road. The Panhandle PUD Guidelines shall include provisions for landscape buffer treatments along the site's eastern edge, west of Sorento Road. The buffer treatment shall involve elements such as landscaping, walls, berms and fences along the length of Sorento Road adjacent to the PUD, to provide visual screening of the Panhandle PUD site (no walls or visual obstruction shall be placed along the park site associated with PUD Parcel 41).

This impact is significant and unavoidable.

- Impact 4.12.4. Implementation of the project in combination with other projects would alter the visual character of the area resulting in a change to public views as well as increased daytime glare and nighttime lighting levels. The project's contribution to this impact would be cumulatively considerable.

Facts in Support of Finding

Surrounding development opportunities within the City and County would result in alteration of the existing visual landscape of the area. The conversion of the PUD project area from its current vacant or grazing/grasslands to dense

residential and mixed-use urban uses would later change the visual character to an urban setting in terms of land use and nighttime lighting. This, in combination with urbanization opportunities in the City and potentially of the surrounding portions of the County, would result in a cumulatively considerable change in the overall visual character of the area as well as increasing overall daytime glare and nighttime lighting in the area.

The measures listed below are adopted and will reduce this impact. However, even with implementation of these measures, this impact remains significant and unavoidable. The significant and unavoidable impacts are overridden by the economic, legal and social considerations detailed in Section E.

Mitigation Measure: Implement mitigation measures MM 4.12.2 and MM 4.12.3a through c.

Section 4.13 Public Services and Utilities

- Impact 4.13.4.3. Implementation of the proposed project would contribute to cumulative demands for wastewater treatment services within the SRCSD and CSD-1 service areas and the associated need to expand wastewater facilities. This impact would be cumulatively considerable.

Facts in Support of Finding

Although the project would account for less than 2 percent of the existing permitted wastewater treatment of the SRWTP under ADWF, the project in combination with other development would contribute to the need for expansion of the SRWTP and would contribute to the impacts assessed in the EIR for the SRWTP 2020 Master Plan Expansion Project, one of which would remain significant and unavoidable. The SRCSD expects to resolve the CEQA challenge to its EIR in the near future and in time to expand the SRWTP in response to demand. Therefore, the project would contribute to a significant wastewater impact. No other feasible mitigation is available.

There are no mitigation measures available to reduce this impact. This impact will remain cumulatively considerable.

With respect to the entitlements over which the Planning Commission has final approval authority and in support of its approval of the Project, the Planning Commission makes the following findings pursuant to Section 15091 of the CEQA Guidelines with Respect to Impacts from the Southern Portion of the Project:

- a. The following impacts of the Southern Portion of the Project, including cumulative impacts, are identified as "less-than-significant" or as having "no impact," and the Planning Commission finds that those impacts have been described accurately and are less-than-significant or have no impact as so described in the Final EIR. This finding applies to the following numbered impacts: Impact 4.2.1, Impact 4.2.2, Impact

4.3.2, Impact 4.3.3, Impact 4.4.1, Impact 4.4.2, Impact 4.4.3, Impact 4.4.4, Impact 4.4.5, Impact 4.4.6, Impact 4.5.2, Impact 4.5.4, Impact 4.5.5, Impact 4.5.6, Impact 4.5.7, Impact 4.6.2, Impact 4.6.3, Impact 4.6.4, Impact 4.6.5, Impact 4.7.1, Impact 4.7.2, Impact 4.7.3, Impact 4.7.4, Impact 4.7.5, Impact 4.7.6, Impact 4.8.1, Impact 4.9.1, Impact 4.10.1, 4.10.3, Impact 4.12.1, Impact 4.12.2, Impact 4.12.3, Impact 4.13.1.1, Impact 4.13.2.1, Impact 4.13.2.2, Impact 4.13.3.1, Impact 4.13.3.2, 4.13.3.4, Impact 4.13.4.1, Impact 4.13.5.1, Impact 4.13.5.2, Impact 4.13.6.1, Impact 4.13.6.2, Impact 4.13.7.1, Impact 4.13.7.2, Impact 4.13.7.3, Impact 4.13.8.1, Impact 4.13.8.2, Impact 4.13.9.1, Impact 4.13.9.2.

b. The following impacts of the Southern Portion of the Project, including cumulative impacts, are identified as significant and potentially significant environmental impacts of the Project, and are being mitigated to a less than significant level. This finding applies to the following numbered impacts: Impact 4.4.9, Impact 4.4.10, 4.4.11, Impact 4.8.2, Impact 4.8.3, Impact 4.8.4, Impact 4.9.2, Impact 4.9.3, Impact 4.10.2, 4.11.1, Impact 4.11.2, Impact 4.11.4, Impact 4.11.5, Impact 4.13.1.2.

c. The following impacts of the Southern Portion of the Project, including cumulative impacts, are identified as significant and potentially significant environmental impacts of the Project, and are unavoidable and cannot be mitigated in a manner that would substantially lessen the significant impact. Notwithstanding disclosure of these impacts, the Planning Commission elects to approve the Project due to overriding considerations as set forth below in Section 8, the statement of overriding considerations. This finding applies to the following numbered impacts: Impact 4.2.3, Impact 4.3.1, Impact 4.3.4, Impact 4.4.7, Impact 4.4.8, Impact 4.5.1, Impact 4.5.3, Impact 4.5.8, Impact 4.6.1, Impact 4.6.6, Impact 4.8.5, Impact 4.9.4, Impact 4.9.5, Impact 4.11.3, Impact 4.11.6, Impact 4.12.4, Impact 4.13.4.2, Impact 4.13.4.3.

3. 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 Planning Commission, the Planning Commission 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:

a. As the Project is implemented, certain impacts would occur on a short term level. Such short term impacts are discussed fully above. Such short term impacts include, without limitation, impacts relating to noise and air quality, although measures have been and will be incorporated in the project to mitigate these potential impacts.

b. The long term implementation of the project would serve to balance the need for residential units, schools, and jobs in the project and surrounding areas with the maintenance of long-term residential development and reutilization of infill areas. Notwithstanding the foregoing, some long term impacts would result. These impacts

include, for example, adverse impacts on increased traffic. However, implementation of the project would provide many long term benefits, including, without limitation, an accommodation of the anticipated population growth in the City of Sacramento region, more efficient use of land for residential and commercial uses, the creation of a community that incorporates a park system with local and regional-connecting open space amenities, the implementation of recently adopted and envisioned planning and design tools including the principles of the Pedestrian Master Plan, Greenprint, and SACOG Blueprint principles and the City's Smart Growth Implementation Strategy.

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

4. Project Alternatives

The Planning Commission 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 Planning Commission finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Off-Site Alternatives Dismissed from Further Consideration

The main objectives of the Panhandle Project are to incorporate into the City of Sacramento (City), an area that is currently located in the City's Sphere of Influence (SOI), and to develop the project area according to the visions of the City General Plan and the North Natomas Community Plan (NNCP). Both these documents have identified the project area as developing with a mix of urban uses, particularly for the Northern Portion of the project area. The Panhandle Planned Unit Development (PUD) component of the project proposes a mix of low-, medium-, and high-density residential units, along with commercial and public/quasi-public uses on a 594.7-acre site. Though the PUD component of the project would require amendments to the NNCP, in general, it meets the target mix of land uses proposed for the North Natomas Community area. Locating the PUD elsewhere within the City may not allow for the same mix of residential densities and commercial and public uses. In addition, though the City has approximately 18,000 acres (8,000 acres within existing City boundaries and 10,000 acres within the City's different SOI areas) of potentially developable land available, the most available vacant areas are located in the North Natomas Community Plan area portions of which are either already developed or have been approved for development projects.

Therefore, an off-site alternative was not considered because (a) the development of the project area is consistent with the goals of the North Natomas Community Plan for this area of the North Natomas community; (b) areas outside the City of Sacramento are outside the jurisdiction of the City to approve entitlements and therefore are not considered feasible alternatives; (c) an off-site alternative would not

meet the basic objectives of the project described in Section 3.0 of the EIR; and (d) an off-site alternative would not avoid or substantially lessen the environmental impacts of the proposed project as the remaining vacant areas of the NNCP planning area would have similar impacts on loss of open space and/or conversion of agricultural land.

Alternatives Considered

a. Alternative 1

No Project Alternative: Under the No Project Alternative, the proposed annexation would not take place, the Panhandle PUD project would not be built. This alternative assumes that the Project area would remain as vacant/agricultural land with the one existing residential use, while the existing commercial/industrial uses and vacant parcels would remain in the 835.3 acre Southern Portion.

Facts in Support of Finding of Infeasibility: Alternative 1 is rejected because it fails to satisfy basic project objectives and does not provide any of the environmental, community and financial benefits of the Proposed Project.

b. Alternative 2

Community Plan Alternative: The Community Plan Alternative considers that the proposed annexation (and associated reorganization actions) would take place, and the Northern Portion would be developed under existing North Natomas Community Plan designations. This alternative would retain the open space buffers under the North Natomas Community Plan associated with Eikhorn Boulevard (250-foot) and along the eastern boundary. The roadway network for the Northern Portion was assumed to be the same as the Panhandle PUD and the approved high school and middle school site is included in this alternative. Proposed annexation and amendments to the General Plan and North Natomas Community Plan for the Southern Portion would be the same as the proposed project under this alternative.

Facts in Support of Finding of Infeasibility:

Alternative 2 is inconsistent with SACOG's "smart growth" Blueprint principles of maximizing in-fill opportunities because it is less dense than the proposed project. In addition, the proposed project will establish an easement for trails and recreational facilities, referred to as the "Ninos Parkway," that will balance the need to maximize in-fill opportunities with the need to preserve open space. Alternative 2 would not create this "Ninos Parkway."

The Blueprint principles and the Community Plan focus on the need to establish connections between communities to reduce traffic and enhance pedestrian amenities. Alternative 2 provides little connectivity with other communities in the area, in particular with respect to its eastern side and the creation of a large open space area, which preclude accessibility to and from the site on its eastern boundary. In contrast, the proposed project anticipates future development on the eastern side with the construction of subdivision stubs for future roadways. The Ninos Parkway and its

establishment of a trail will also provide connectivity between the Panhandle site and its surrounding area. Thus, in contrast to Alternative 2, the proposed project furthers the objective of establishing connectivity.

c. Alternative 3

Modified Community Plan Alternative: Under this alternative, the proposed annexation (and associated reorganization activities) would take place, and North Natomas Community Plan land use designations would be amended. The roadway network for the Northern Portion was assumed to be the same as the Panhandle PUD and the approved high school and middle school site is included in this alternative. Proposed annexation and amendments to the General Plan and North Natomas Community Plan for the Southern Portion would be the same as the proposed project under this alternative.

Facts in Support of Finding of Infeasibility: This alternative would designate "Rural Estates" near the southeast border of the Panhandle area. The designation of "rural estates" is inconsistent with SACOG's Blueprint principles of increased density because a "rural estates" designation would constitute a low-density development.

The Alternative 3 design would result in the development of 3,468 residential units, which is 393 units more than that proposed under the proposed project. Both the proposed project and Alternative 3 would exceed population growth projections under the NNCP designations, but this alternative would result in a further exceedance of these projections. As a result, traffic and air quality impacts related to Alternative 3 would be more severe than the proposed project.

The Blueprint principles and the Community Plan focus on the need to establish connections between communities to reduce traffic and enhance pedestrian amenities. Like Alternative 2, Alternative 3 provides little connectivity with other communities in the area. The proposed project anticipates future development on the eastern side with the construction of subdivision stubs for future roadways.

d. Alternative 4

Trujillo Plan Alternative: Under the Trujillo Plan Alternative, the proposed annexation (and associated reorganization actions) would take place, and North Natomas Community Plan land use designation would be amended. The roadway network for the Northern Portion was assumed to be the same as the Panhandle PUD, and the approved high school and middle school site is included in this alternative. Proposed annexation and amendments to the General Plan and North Natomas Community Plan for the Southern Portion would be the same as the proposed project under this alternative.

Facts in Support of Finding of Infeasibility: Like Alternative 2, Alternative 4 is inconsistent with SACOG's "smart growth" Blueprint principles of maximizing in-fill opportunities because it is less dense than the proposed project. The proposed project will establish an easement for trails and recreational facilities, referred to as the "Ninos

Parkway," that will balance the need to maximize in-fill opportunities with the need to preserve open space. Alternative 4 does not include the "Ninos Parkway." Alternative 4 also provides little connectivity with other communities in the area, in particular with respect to its eastern side and the creation of a large open space area, which preclude accessibility to and from the site on its eastern boundary. In contrast, the proposed project anticipates future development on the eastern side with the construction of subdivision stubs for future roadways. The Ninos Parkway and its establishment of a trail will also provide connectivity between the Panhandle site and its surrounding area. Thus, in contrast to Alternative 4, the proposed project furthers the objective of establishing connectivity.

5. Statement of Overriding Considerations.

Pursuant to Guidelines section 15092, the Planning Commission 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. The Planning Commission 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 Planning Commission makes this statement of overriding considerations in accordance with section 15093 of the Guidelines in support of approval of the Project.

Statement of Overriding Considerations:

1. The proposed project will promote a logical and reasonable extension of the City boundaries since this area is already surrounded on three sides by existing City limits.
2. The proposed project will provide for a more efficient provision of municipal services for existing and future development in the Panhandle area.
3. The proposed project will promote greater compliance with uniform City planning and development standards under the NNCP.
4. The proposed project will adopt an annexation that would be fiscally beneficial to the City since the revenue generated by the non-residential land uses would likely off-set the costs of providing municipal services to this area.
5. The proposed project will improve municipal services to an unincorporated area that is almost entirely surrounded by land within the City's jurisdiction.

6. The proposed project will prezone the annexation area in accordance with current uses in the developed area south of Del Paso Road and Sotnip Road.
7. The proposed project will maintain the continued viability of existing industrial, warehousing, and other employment generating and supporting uses.
8. The proposed project will provide for an enhanced jobs-housing balance in the North Natomas Community Plan area.
9. The proposed project will aid the City in meeting its responsibility to accommodate a percentage of anticipated population growth, as projected by the Sacramento Area Council of Governments (SACOG), by providing approximately 200,000 square feet of commercial space and approximately 3,075 residential units in a mix of residential unit types and densities.
10. The proposed project will optimize the land use potential of an infill location in the City by providing a mix of residential, commercial, park, open space uses and school uses.
11. The proposed project will build a community that implements the goals and objectives of the NNCP and the "smart growth" principles advocated by SACOG.
12. The proposed project will create a community with a park system which incorporates neighborhood and community park facilities with local and regional-connecting open space amenities that are accessible to residents and the public.
13. The proposed project will provide a safe and efficient circulation system that interconnects uses, promotes pedestrian circulation and minimizes impacts to rural uses east of the Panhandle project area.
14. The proposed project will create a community that makes efficient use of land (i.e., compact development density, efficient use of open space and parks) by directing development toward the existing urban area as a means to reduce sprawl in the region.
15. The proposed project will ensure that the project includes a balanced mix of uses and facilities that are fiscally feasible for the project applicant and implement funding mechanisms that do not create a financial impact on the City.
16. The proposed project will implement recently adopted and envisioned planning and design tools including the principles of the Pedestrian Master

Plan, Greenprint and SACOG Blueprint principles and the City's Smart Growth Implementation Strategy.

17. The proposed project will create a community that makes efficient use of land (i.e., compact development, density, efficient use of open space and parks) by directing development toward the existing urban area as a means to reduce sprawl in the region.

Section 3. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts a 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.

Section 4. 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.

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Exhibit A: Mitigation Monitoring Program

EXHIBIT A - MITIGATION MONITORING PLAN

MITIGATION MONITORING PLAN
Environmental Impact Report

Northgate 880 / Panhandle
M05-031 / P05-077

Prepared by:

Jennifer Hageman, Senior Planner
Development Services Department
Environmental Planning Services
2101 Arena Boulevard
Suite 200
Sacramento, CA 95834
(916) 808-5538

Date:

May 24, 2007

Adopted By:

City of Sacramento

Attest:

MITIGATION MONITORING PLAN **Environmental Impact Report**

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

SECTION 1: PROJECT IDENTIFICATION

Project Name: Northgate 880 / Panhandle
File Number: M05-031 / P05-077

Applicant/Developer: Dunmore Homes
8781 Sierra College Boulevard, Suite 100
Granite Bay, CA 95746

Vaquero Land Holdings
4855 Ketchum Court
Granite Bay, CA 95746

City of Sacramento
915 I Street
Sacramento, CA 95814

City of Sacramento Contact: Jennifer Hageman, Senior Planner
Environmental Planning Services
Development Services Dept
2101 Arena Blvd., Ste. 200
Sacramento, CA 95834
(916) 808-5538

Project Location: Bounded by Northgate Boulevard, Sorento Road, and East Levee Road to the east; Interstate 80 to the south; current City limits to the west and Elkhorn Boulevard to the north.

Project Components:

The project proposes the annexation of 1,430± acres within the North Natomas Community Plan (NNCP) area to the City of Sacramento (City). The Panhandle area consists of two components: the Southern Portion of the site (the area to the south of Del Paso Road, between Del Paso Road and Interstate 80) which is nearly built-out with light industrial, warehousing, commercial and office uses, and the Northern Portion of the site (the area to the north of Del Paso Road, between Del Paso Road and Elkhorn Boulevard) which is primarily undeveloped grazing land. The Southern Portion consists

of approximately 835.3-acres, of which 13 vacant parcels (52-acres of vacant land – based on field review in 2006) are available for future development; however, no development or entitlement request, (other than annexation and amendments to the City General Plan and North Natomas Community Plan and Pre-zoning/Re-zoning), is proposed for this area. The Northern Portion consists of approximately 594.7-acres, all of which are proposed to be developed as a PUD.

The Panhandle PUD proposes approximately 200,000 square feet of commercial space and 3,075 residential units in a mix of residential unit types and varieties. Densities of residential uses range from 3.7 to 30 units per acre. In addition, the Grant Joint Union High School District has approved a junior high school and high school on a 61.1-acre educational complex within the Panhandle PUD site. This school project has already been approved under its own EIR (Grant Joint Union High School District New High School/Middle School, SCH# 2004102018, December 2005), but is being included as part of the development of the PUD (including infrastructure improvements). An 8.0-acre elementary school facility (within the Robla School District) is also proposed under the PUD. Additionally, the Panhandle PUD proposes approximately 107.5 acres of parks and open space uses consisting of neighborhood parks, open space parkways and detention areas.

Entitlements requested for the project include annexation to the City and associated reorganization of various service providers, City of Sacramento General Plan amendments, amendments to the NNCP and to the City of Sacramento Zoning Ordinance, Pre-zoning/Re-zoning, Tentative Parcel and Subdivision Maps, and Development Agreements.

SECTION 2: GENERAL INFORMATION

The Mitigation Monitoring Plan (MMP) includes mitigation for significant impacts identified in the Final EIR. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the FEIR for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the applicants identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

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

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
LAND USE AND OPEN SPACE					
<p>MM 4.1.3 The Panhandle PUD project applicants shall coordinate with the City and LAFCo to identify appropriate off-site lands to be set aside in a permanent conservation easements at a ratio of no less than one-acre of land converted to urban use to one-half acre of open space land preserved. This mitigation measure may be satisfied by compliance with other mitigation requirements involving the permanent conservation of agricultural lands and habitat (e.g., MM 4.2.1).</p>	City of Sacramento and LAFCo	City of Sacramento and LAFCo	See text of mitigation measure.	Prior to approval of annexation	
AGRICULTURAL RESOURCES					
<p>MM 4.2.1 The Applicant shall protect one acre of existing farmland of equal or higher quality for each acre of Prime Farmland or Farmland of Statewide Importance that would be converted to non-agricultural uses in the Panhandle PUD. This protection may consist of the establishment of farmland easements or other appropriate mechanisms. The farmland to be preserved shall be located within the County. This mitigation measure may be satisfied by compliance with other mitigation requirements involving the permanent conservation of agricultural lands and habitat.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to approval of small lot final maps	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>MM 4.2.2a The project applicant shall obtain the right to maintain a 250 foot agricultural buffer along Elkhorn Boulevard, which shall be extinguished if the land north of Elkhorn Boulevard is designated for urban uses.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to Building Permit Issuance within the Panhandle North (Krumenacher) Subdivision Map.	
<p>MM 4.2.2b As necessary, identify and implement the financing mechanism to fund maintenance of the 250-foot wide agricultural open space buffer identified in Mitigation Measure MM 4.2.2a until such time as it is converted to urban uses.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to Building Permit Issuance within the Panhandle North (Krumenacher) Subdivision Map.	
<p>MM 4.2.2c A disclosure statement including the following text shall be recorded against the properties located within the Panhandle PUD: "Residents of property which are adjacent to land which is zoned for agricultural use or which is designated for agricultural use may be subject to inconveniences or discomfort from the pursuit of agricultural operations including but not limited to cultivation, plowing, spraying, fertilizing, pruning, and harvesting which occasionally generates dust, smoke, noise and odor; from the noise, odors, and other features attributed to the keeping of farm animals; and from the conduct of farming activities during typical working hours, as well as late in the evening, early in the morning, or 24-hours a day during certain times and seasons of the year.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to approval of the small lot final maps	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>Residents on adjacent property should be prepared to accept such inconvenience and recognize that these uses will occur. If, however, an agricultural operation is being conducted in a manner which does not appear to be consistent with accepted agricultural practices, any person may file a complaint with the office of the Agricultural Commissioner, located at 4137 Branch Center Road, Sacramento, California."</p>					
TRAFFIC AND CIRCULATION					
<p>MM 4.4.1 The project applicant shall be required to develop the Panhandle PUD Public Facilities Finance Plan for review and approval by the City of Sacramento. The Panhandle PUD Public Facilities Finance Plan shall identify the financing mechanism(s) for all feasible transportation improvements defined as adopted mitigation measures including, but not limited to, new roadway widenings, traffic signals, and public transit. The project applicant shall coordinate the preparation of the finance plan with the City, County of Sacramento and the Metro Air Park Public Facilities Financing Plan and Greenbriar Finance Plan. All mitigation measures with "fair share" contributions would be implemented through the proposed financing mechanism(s) indicated in the finance plan or by some other mechanism as determined by the City of Sacramento in consultation with the County of Sacramento. The Panhandle PUD Public Facilities</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	As part of the approval of the Panhandle PUD Public Facilities Finance Plan	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>Finance Plan shall be approved by the City at the time the project is considered for approval and shall become a condition of approval.</p>					
<p>MM 4.4.2a The project applicant shall pay its fair share, currently calculated to be 7.67% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the SR 99 Northbound Ramps/Elkhorn Boulevard Intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Fees shall be paid at building permit, consistent with the Panhandle PUD PFFP	
<p>MM 4.4.2b The project applicant shall modify the traffic signal timings at the Natomas Boulevard/Elkhorn Boulevard intersection to provide additional green time for the eastbound and westbound through movements.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the occupancy of the first building	
<p>MM 4.4.2c The project applicant shall provide an additional left-turn lane on westbound Elkhorn Boulevard to serve vehicles traveling from Elkhorn Boulevard to</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the occupancy of the first building	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>southbound National Drive (associated with the National Drive/Elkhorn Boulevard intersection).</p>					
<p>MM 4.4.2d The project applicant shall pay its fair share, calculated to be 4.16% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the I-5 Southbound Ramps/Del Paso Road intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Fees shall be paid at building permit, consistent with the Panhandle PUD PFFP	
<p>MM 4.4.2e The project applicant shall pay its fair share, calculated to be 6.40% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the I-5 Northbound Ramps/Del Paso Road intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Fees shall be paid at building permit, consistent with the Panhandle PUD PFFP	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>Improvement in the plans.</p> <p>MM 4.4.2f The project applicant shall pay its fair share, calculated to be 10.30% (based on the Panhandle PUD Public Facilities Financing Plan), to provide an additional left-turn lane on eastbound and westbound Del Paso Road (i.e., dual left-turn lanes on both approaches) at the Natomas Boulevard/Truxel Road intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Fees shall be paid at building permit, consistent with the Panhandle PUD PFFP	
<p>MM 4.4.2g The project applicant shall provide the following improvements at the National Drive/Del Paso Road intersection:</p> <ul style="list-style-type: none"> • Provide two additional eastbound left-turn lanes on Del Paso Road (triple left-turn lanes). • Provide an additional eastbound through lane on Del Paso Road. • Provide an additional through lane on northbound National Drive. 	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the occupancy of the first building	
<p>MM 4.4.2h The project applicant shall pay its fair share, calculated to be 27.30% (based on the</p>	City and County of Sacramento	City and County of Sacramento	See text of mitigation measure.	Prior to the occupancy of the first building	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>Panhandle PUD Public Facilities Financing Plan), to provide a traffic signal at the Del Paso Road/Kenmar Road intersection and provide a westbound left-turn lane to serve vehicles turning from westbound Del Paso Road onto southbound Kenmar Road. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.</p> <p>MM 4.4.3 The project applicant shall pay a fair share contribution to the Natomas-Airport Light Rail Extension (DNA) project to mitigate the Project's regional traffic impacts on the mainline freeway system in the Panhandle Project area. The City shall determine the project applicant's total "fair share" contribution based on the Project's transit trips in relation to the DNA project's capacity.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to issuance of any building permits	
<p>MM 4.4.4 The project applicant shall meet the following requirements: a. Prior to recordation of the first small lot final map for each individual map, the project applicants shall coordinate with the City of Sacramento, Development Services Department to identify the necessary pedestrian and bicycle facilities serving the proposed</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to recordation of each final small lot map.	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>development. These facilities shall be incorporated into the project and may include sidewalks, STOP signs, in-pavement lighted crosswalks, standard pedestrian and school crossing warning signs, bicycle lanes, bicycle parking, and signs to identify pedestrian and bicycle paths, marked and raised crosswalks, and pedestrian signal heads.</p> <p>b. Circulation and access facilities to all proposed parks and public spaces shall include sidewalks that meet American with Disability Act standards.</p> <p>c. The project applicant shall provide on-street bicycle lanes within the community. Details on the design of these bicycle lanes shall be prepared in consultation with the City of Sacramento, Development Services Department.</p> <p>d. Bicycle parking facilities shall conform to City standards and shall be located in high visibility areas to encourage bicycle travel.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to improvement plan approval.	
<p>MM 4.4.5 The project applicant shall coordinate with Sacramento Regional Transit District (SRTD) and the North Natomas Transportation Management Association (TMA) to provide transit services during peak commute periods. To promote the</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to improvement plan approval.	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>use of public transit services, the project applicant shall promote the availability of transit services at the time the proposed residences are available for sale. The residents shall be able to use public transit services to the Central Business District (CBD) where they can transfer to light rail, buses or trains and connect to destinations in the greater Sacramento metropolitan area and the San Francisco Bay Area. Off-peak transit services shall also be considered as development and ridership demands increase. Final design and location of bus stops and shelters shall be prepared in consultation with the City of Sacramento, North Natomas TMA and SRTD and will be subject to the approval of the City and SRTD.</p> <p>MM 4.4.6</p> <p>Prior to the issuance of grading permits for the Panhandle PUD, the project applicant shall prepare a Construction Management Plan that will address construction traffic and ensure acceptable and safe operating conditions on project area roadways. This Plan shall be reviewed and approved by the City and any other affected agency and will contain the following (at a minimum):</p> <ul style="list-style-type: none"> • Identification of the anticipated mix of construction equipment and vehicles and their proposed staging location. • Number of truck trips and the daily schedule of truck trips entering and leaving the site. Truck trips shall be scheduled outside the AM and PM peak hours of traffic. 	<p>City of Sacramento</p>	<p>City of Sacramento</p>	<p>See text of mitigation measure.</p>	<p>Prior to the issuance of grading permits.</p>	

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<ul style="list-style-type: none"> • Prohibition of construction traffic using any of the existing residential roadways west of the site or Sorento Road to access the site. All construction traffic shall utilize either Del Paso Road to Elkhorn Boulevard. • Identification of measures to maintain safe vehicular, pedestrian and bicycle movements in the project area. • Maintenance of access for emergency vehicles in the project area. • Provision of manual traffic control (if required). • Clear demarcation of construction areas along project roadways. • Provision of this Plan 14 days prior to the commencement of construction. 	City of Sacramento	City of Sacramento		Fees shall be paid at building permit, consistent with the Panhandle PUD PFFP	
<p>MM 4.4.7a The project applicant shall pay its fair share, calculated to be 57.17% (based on the Panhandle PUD Public Facilities Financing Plan), to install a traffic signal at the E. Levee Road/Elkhorn Boulevard intersection. This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.		

**MITIGATION MONITORING PLAN
PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>MM 4.4.7b The project applicant shall pay its fair share, calculated to be 12.73% (based on the Panhandle PUD Public Facilities Financing Plan), to modify the traffic signal timings and modify the signal phasing to provide a right-turn overlap phase for the southbound right-turn movement (i.e., the southbound right-turn movement would receive a green arrow when the Del Paso Road eastbound left-turn movement received a green arrow). This would require prohibiting U-turns for the eastbound left-turn movement on Del Paso Road (associated with the Natomas Boulevard/Truxel Road/Del Paso Road intersection). This improvement shall be included in either the City of Sacramento Capital Improvement Program, North Natomas Financing Plan, or other reasonable enforceable plan or program that provides for the funding and construction of the improvement to mitigate the impact. The applicant shall fund the revisions necessary to include this improvement in the plans.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Fees shall be paid at building permit, consistent with the Panhandle PUD PFFP	
<p>MM 4.4.7c The project applicant shall provide a two-way left-turn lane on Del Paso Road at the Sorrento Road intersection.</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the issuance of the first occupancy permit for the Dunmore South subdivision map.	
<p>MM 4.4.11a The project applicant shall widen Del Paso Road to six lanes from Blackrock Drive to the east through the National Drive</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the issuance of the first occupancy permit for the Dunmore South	

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PANHANDLE ANNEXATION AND PUD (P05-077)**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
intersection. East of National Drive, the project applicant shall widen Del Paso Road to include two-way left-turn lane through the Sorrento Road and Kenmar Road intersections.				subdivision map.	
MM 4.4.11b The project applicant shall provide a stop sign at Intersection 3 (National Drive/Parcel 2) for the westbound approach of Intersection 3 and a southbound left-turn on National Drive to serve vehicles entering Parcel 2 rather than installation of a traffic signal as part of final roadway design of the Panhandle PUD.	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the issuance of the first occupancy permit for the Krumenacher subdivision map.	
MM 4.4.11c The project applicant shall eliminate Intersection 1 and relocate the roadway serving Parcel 1 to the south to become the east leg of Intersection 2 and provide stop signs on the eastbound and westbound approaches as part of final roadway design of the Panhandle PUD.	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the issuance of the first occupancy permit for the Krumenacher subdivision map.	
MM 4.4.11d The project applicant shall design Intersection 4 to be restricted to right-turns in/out as part of final roadway design of the Panhandle PUD.	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the first certificate of occupancy.	
MM 4.4.11e The project applicant shall eliminate the roadway serving Parcel 9 (west of National	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the first certificate of occupancy.	

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>Drive as part of final roadway design of the Panhandle PUD.</p>					
<p>MM 4.4.11f Provide the following lane configurations at the G Way/F Drive/National Drive signalized intersection (as shown in Figure 1 of the Fehr and Peers Technical Memorandum dated May 7, 2007) to accommodate the high school pick-up/drop off area and signalize the intersection.</p> <ul style="list-style-type: none"> • Northbound National Drive: one left-turn lane, one through lane and one combined through/right-turn lane. • Southbound National Drive: one left-turn lane, one through lane and one combined through/right turn lane. • Westbound F Drive: one left-turn lane and one combined through/right-turn lane. • Eastbound G Way: one left-turn lane and one combined through/right-turn lane. 	<p>City of Sacramento</p>	<p>City of Sacramento</p>	<p>See text of mitigation measure.</p>	<p>Prior to the issuance of the first certificate of occupancy for the Krumenacher subdivision map.</p>	
<p>MM 4.4.11g Restrict the turning movements at High School driveways A, B, and C to right-turns in/out only (as shown in Figure 1 of the Fehr and Peers Technical Memorandum dated May 7, 2007).</p>	<p>City of Sacramento</p>	<p>City of Sacramento</p>	<p>See text of mitigation measure.</p>	<p>As part of City approval to the Grant Union High School District to obtain access to National Drive.</p>	

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>MM 4.4.11h Signalize the Main High School Driveway/National Drive intersection and design the access as follows (as shown in Figure 1 of the Fehr and Peers Technical Memorandum dated May 7, 2007):</p> <ul style="list-style-type: none"> • Northbound National Drive: one left-turn lane and two through lanes. • Southbound National Drive: one right-turn lane and two through lanes. • Main High School Driveway: one left-turn lane and one right-turn lane. 	City of Sacramento	City of Sacramento	See text of mitigation measure.	As part of City approval to the Grant Union High School District to obtain access to National Drive.	
<p>MM 4.4.11i Provide the lane configurations identified below at the A Drive/National Drive intersection and signalize the "T" intersection (as shown in Figure 1 of the Fehr and Peers Technical Memorandum dated May 7, 2007).</p> <ul style="list-style-type: none"> • Northbound National Drive: one through lane and one combined through/right-turn lane. • Southbound National Drive: one left-turn lane and two through lanes. • Westbound A Drive: one left-turn lane and one right-turn lane. 	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the issuance of the first certificate of occupancy for the Dunmore Central subdivision map.	

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>MM 4.4.11j Restrict the outbound movements from "T or X" Drive and "S" Drive to right-turns out to National Drive (as shown in Figure 1 of the Fehr and Peers Technical Memorandum dated May 7, 2007).</p>	City of Sacramento	City of Sacramento	See text of mitigation measure.	Prior to the issuance of the first certificate of occupancy for the Dunmore Central subdivision map.	
<p>AIR QUALITY MM 4.5.1a Prior to the issuance of grading permits for the Panhandle PUD, project applicant shall prepare a construction mitigation plan and implement air quality emission reduction measures. The construction mitigation plan shall be reviewed and approved by SMAQMD staff prior to beginning construction. At a minimum, the construction mitigation plan shall include the following measures: The following measures shall be included to reduce NO_x and visible emissions from heavy-duty diesel equipment.</p> <ul style="list-style-type: none"> The project shall provide a plan for approval by the City, 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 NO_x reduction and 45-percent particulate reduction compared to the most recent CARB fleet average at the 	City of Sacramento/ SMAQMD	City of Sacramento/ SMAQMD	See text of mitigation measure.	The fee will be paid in total or as tentative maps get approved prior to issuance of any grading permit and/or ground disturbance.	

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>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.</p> <ul style="list-style-type: none"> The project applicant shall submit to the City 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 no construction operations 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. 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) 					

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>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 to SMAQMD throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations 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.</p> <ul style="list-style-type: none"> The project applicant shall pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NOx that exceed SMAQMD's daily emission threshold of 85 lbs/day. The project applicant shall coordinate with the SMAQMD for payment of fees into the Heavy-Duty Low-Emission Vehicle Program designed to reduce construction related emissions within the region. Fees shall be paid based upon the SMAQMD NOx Reduction Fee in place at the time of fee payment. That fee is currently \$14,300/ton of NOx emissions generated, but will likely change over time. This fee shall be paid prior to issuance of grading permits. Detailed construction information for the proposed project is not yet available. 					

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>However, based upon the preliminary URBEMIS emissions modeling, the expected payment for remaining construction related NOx emissions over the significance threshold. Fees may be paid on a per/acre basis, in which case the average fee would be approximately \$3,310.12/acre of development. If the projected construction equipment or phases change, the applicant shall coordinate with the SMAQMD to determine if the mitigation fee needs to be recalculated or lowered if project-specific construction information is provided that demonstrates lower emissions than estimated in the Panhandle Annexation and PUD FEIR.</p> <ul style="list-style-type: none"> All heavy-duty equipment shall be properly tuned and maintained in accordance with manufacturers' specifications. Construction equipment will utilize the Best Available Technology (BAT) so as to minimize vehicle emissions to the extent possible. This may include the use of diesel particulate filters and cooled exhaust gas recirculation or equivalent measures on all off-road and on-road diesel equipment in the construction phase of the project. The project proponent will review amendments to CARB and SMAQMD regulations and City of Sacramento ordinances during construction, and comply immediately with newly adopted regulations, including those for equipment idling, which would reduce the cumulative 					

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>release of pollutants.</p> <p>MM 4.5.1b As recommended by the SMAQMD, the Panhandle PUD shall reduce fugitive dust emissions by implementing the measures listed below:</p> <ul style="list-style-type: none"> 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 3 months, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover. Soil shall be kept moist at all times. Alternatively, non-toxic soil stabilizers shall be applied to all inactive construction areas in accordance with manufacturer's specifications. During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by watering exposed surfaces two times per day, watering haul roads three times per day or paving of construction roads, or other dust-preventive measures. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant. All vehicles hauling dirt, sand, soil or other loose material shall be covered or 	<p>City of Sacramento Development Services Department/ SMAQMD</p>	<p>City of Sacramento Development Services Department/ SMAQMD</p>	<p>See text of mitigation measure.</p>	<p>Throughout all stages of construction</p>	

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.</p> <ul style="list-style-type: none"> • All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. • Onsite vehicle speeds on unpaved roads shall be limited to 15 mph. • Excavation and grading activities shall be suspended when winds exceed 20 mph. 	City of Sacramento	City of Sacramento	See text of mitigation measure.	Throughout all stages of construction	
<p>MM 4.5.2 The project applicant shall implement the following measures to offset construction-related air quality impacts.</p> <ul style="list-style-type: none"> • Onsite diesel-powered stationary construction equipment, such as electrical power generators, shall be located at the furthest distance from nearby receptors. • Onsite diesel-powered mobile equipment shall not be left idling for periods of longer than five minutes. • Onsite diesel powered equipment shall be fitted with diesel particulate filters. 	City of Sacramento and SMAQMD	City of Sacramento and SMAQMD	See text of mitigation measure.	Prior to issuance of grading permits	
<p>MM 4.5.3 Prior to the issuance of grading permits, the</p>	City of Sacramento and SMAQMD	City of Sacramento and SMAQMD	See text of mitigation measure.	Prior to issuance of grading permits	