



Item 18
Supplemental

DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I Street
Room 300

Sacramento, CA
95814-2998

Environmental Planning
Services
916-808-5375
FAX 264-7185

MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish this Negative Declaration for the following described project:

Village Greens (P04-121) – The proposed project site consists of three parcels, APN 225-1480-055, APN 225-1740-001, and APN 225-1750-001. The project site is located south and west of Bayou Road with Callison Drive running through the center of the project site. The project site is located within the North Natomas Community Plan area.

The proposed project consists of the entitlements to allow the development of medium density residential in the Westborough Planned Unit Development (PUD).

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento; and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

Environmental Services Manager, City of Sacramento,
California, a municipal corporation

By: LE Bujala

**VILLAGE GREENS PROJECT (#P04-121)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

This Initial Study is organized into the following sections:

SECTION I. - BACKGROUND: Page 3 - Provides summary background information about the project name, location, sponsor, when the Initial Study was completed, and a project introduction.

SECTION II. - PROJECT DESCRIPTION: Page 5 - Includes a detailed description of the Proposed Project.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 7- Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 56 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V. - DETERMINATION: Page 57 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

ATTACHMENT

- A – Vicinity Map/Site Photo
- B – Project Plan
- C – Noise Measurement Locations Aerial Photo
- D – Mitigation Agreement
- E – Urbemis 2002 Calculations

SECTION I. BACKGROUND

File Number, Project Name:

P04-121/Village Greens

Project Location:

APN 225-1480-055, APN 225-1740-001, and APN 225-1750-001

Project Applicant, Project Planner, and Environmental Planner Contact Information:

Project Applicant

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Introduction

The proposed project consists of the entitlements to allow the development of medium density residential in the Westborough Planned Unit Development (PUD).

The City of Sacramento, as lead agency, has determined that the appropriate environmental document for the proposed project is a Mitigated Negative Declaration. This environmental document examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project

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will not result in potentially significant impacts. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 20-day review period ending, June 22, 2005.

Please send written responses to:

Susanne Cook, Environmental Project Manager
Development Services Department
Environmental Planning Services
1231 I Street, Ste. 300
Sacramento, CA 95814
Fax (916) 264-7185

SECTION II. PROJECT DESCRIPTION

Project Location

The proposed project site consists of three parcels, APN 225-1480-055, APN 225-1740-001, and APN 225-1750-001. The project site is located south and west of Bayou Road with Callison Drive running through the center of the project site. The project site is located within the North Natomas Community Plan area. Please see Attachment A for a Vicinity Map.

Project Background

The Westborough PUD consists of 331.0± gross acres and is located in the northwest corner of Del Paso Road and El Centro Road. Planning Commission approved the Westborough PUD in November 1999.

Project Purpose

The purpose of the proposed project is to obtain the necessary entitlements to allow for development of the project site for medium density residential.

Project Components

The proposed project consists of the entitlements to allow development of the site for medium density residential. The following are the specific entitlements that are necessary for development of the site:

- GENERAL PLAN AMENDMENT to redesignate 25.3± acres from 6.8± acres of Heavy Commercial/Warehouse, 17.2± acres of Mixed Use, and 1.3± acres of Public Streets to 24.0± acres of Medium Density Residential and 1.3± acres of Public Streets
- COMMUNITY PLAN AMENDMENT to redesignate 25.3± acres from 6.8± acres of Light Industrial, 17.2± acres of Employment Center, and 1.3± acres of Public Streets to 24.0± acres of Medium Density Residential and 1.3± acres of Public Streets
- REZONE from 6.8± acres of Light Industrial Planned Unit Development (M-1-PUD) and 17.2± acres of Employment Center Planned Unit Development (EC-50-PUD) to 24.0± acres of Multi-Family Planned Unit Development (R-2A-PUD) zone
- PUD SCHEMATIC PLAN AMENDMENT to designate medium density residential, parks, and public streets on 25.3± acres in the Westborough Planned Unit Development
- TENTATIVE SUBDIVISION MAP to subdivide three parcels (25.3± acres) into 182 residential lots, 1 landscape corridor lot, and 2 park lots

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- SUBDIVISION MODIFICATION to dead end several streets, allow for a non-standard elbow design, and allow for a non-standard intersection

The proposed project includes four different plans ranging in size from 1,283 to 1,835 square feet.

SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
1. LAND USE <i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			✓
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			✓

Environmental Setting

The City of Sacramento General Plan identifies the site as Heavy Commercial/Warehouse, Public/Quasi-Public-Miscellaneous, and Mixed-Use. The North Natomas Community Plan identifies the site as Light Industrial, Institution, and Employment Center: 50/acre. The Zoning for the project site is Light Industrial Planned Unit Development (M-1S-PUD) and Employment Center Planned Unit Development (EC-50-PUD).

The project site is vacant and has been graded.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would:

- Substantially change land use of the site;
- Be incompatible with long-term uses on adjacent properties; or
- Conflict with applicable land use plans.

Answers to Checklist Questions

Questions A and B

The project includes a request to amend the General and Community Plans, amend the PUD Schematic Plan, and to rezone the site. The project will be consistent with the redesignated

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land uses and the new zoning. Although the proposed project would differ from the planned land use, the proposed project would not substantially alter the area. The area includes already existing residential use.

The project site is not in agricultural use. Therefore, a less-than-significant impact on land use would occur.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would not result in impacts to land uses.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
2. POPULATION AND HOUSING			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			✓
B) Displace existing housing, especially affordable housing?			✓

Environmental Setting

The areas around the project site are mostly developed. The area to the north of the project site beyond Bayou Road is Interstate-5. The sites to the south are comprised of single-family homes.

The project site is presently vacant and has been graded. Weedy species were growing on a portion of the project site during a site visit in July 2004.

Standards of Significance

Section 15131 of the California Environmental Quality Act (CEQA) Guidelines states that the economic or social effects of a project shall not be treated as a significant effect on the environment. However, CEQA indicates that social and economic effects be considered in an EIR only to the extent that they would result in secondary or indirect adverse impacts on the physical environment.

This environmental document does not treat population/housing as an environmental impact, but rather as a social-economic impact. If there are clear secondary impacts created by a population/housing increase generated by the project, those secondary impacts will be addressed in each affected area (e.g., transportation, air quality, etc).

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

Answers to Checklist Questions

Questions A & B

The proposed project would not spur growth in an undeveloped area because the area has been planned for growth through the City of Sacramento's General Plan Update, the North Natomas Community Plan, and approval of the Westborough PUD. In addition, the project area is mostly developed with the exception of the project site. Therefore, growth impacts would be less-than-significant.

The project site is vacant and undeveloped. Since it is vacant and undeveloped, no existing affordable housing on the site will be impacted. In addition, the proposed project is required to provide affordable housing that is low income and very low income (Section 17.190 of the City's Zoning Ordinance). The City's Zoning Ordinance requires that the inclusionary housing units be built concurrently with the market rate units. The proposed project would be providing inclusionary housing units off-site. This location has not been finalized yet. The City's Zoning Ordinance, Chapter 17.190, Mixed Income Housing Ordinance, requires that the off-site housing either must be concurrently be approved with the proposed project or have been approved. Impacts to housing would be less-than-significant.

Mitigation Measures

No mitigation is required.

Finding

The proposed project would result in less-than-significant impacts to population and housing.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
3. SEISMICITY, SOILS, AND GEOLOGY			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

Environmental Setting

Seismicity. The Sacramento General Plan Update (SGPU) Draft Environmental Impact Report (DEIR) identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). No active or potentially active faults are known to cross within close proximity to the project site.

Topography. Terrain in the City of Sacramento features very little relief (SGPU DEIR, 1987, T-3). The potential for slope instability within the City of Sacramento is minor due to the relatively flat topography of the area.

Regional Geology. The surface sediments of the project site consist of Pleistocene Alluvium or Victor Formation (SGPU DEIR, T-2). The SGPU DEIR states that the Victor Formation or Pleistocene Alluvium forms a broad plain between the Sacramento River and the foothills of the Sierra Nevada mountains (T-1). It is a complex mixture of consolidated, ancient river-borne sediments of all textures (SGPU DEIR, T-1). Weathering subsequent to formation during the Ice Ages has typically caused a hardpan layer to develop near the surface, generally allowing only a moderate-to-low rate of rainwater infiltration (SGPU DEIR, T-1).

The general soils of the area consist of Clear Lake (SGPU DEIR, T-5). These are described by the SGPU DEIR to be deep and very deep somewhat poorly-drained soils that have a seasonal high water table, are protected by levees, and have a clayey texture (T-5).

Standards of Significance

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Answers to Checklist Questions

Question A

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

Question B

Title 15, Chapter 15.88 of the City's Municipal Code requires a grading permit prior to construction activities. In accordance with the grading permit requirements, the applicant must submit an Erosion and Sediment Control (ESC) plan to reduce the amount of erosion and to retain sediment on the project site during construction. In addition, the Sacramento General Plan Update Draft Environmental Impact Report indicates that there are no highly erodible soils within the City (T-13). For these reasons, the Proposed Project would not result in substantial soil erosion or loss of topsoil, and geotechnical impacts related to erosion and soil loss would be less than significant.

Question C

The Developer is required to follow all regulations concerning geotechnical considerations. This includes complying with the Uniform Building Code and preparing a geotechnical study to determine the soils stability. The code would require construction and design of the building to meet standards that would reduce risks associated with subsidence or liquefaction. Since the topography of the area is relatively flat, landslides do not present a hazard in the project site. Therefore, this impact is considered less-than-significant and no mitigation is required.

Question D

No unique geologic features exist in close proximity to the project. Therefore, the project would not result in any impacts from or to unique geologic or natural features.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would not have a significant impact on seismicity, soils, and geology.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
4. WATER			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			✓
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			✓
E) Changes in currents, or the course or direction of water movements?			✓
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

Environmental Setting

Drainage/Surface Water. The North Natomas Community Plan area is served by drainage facilities that include all the drainage canal corridors and detention basins (NNCP, 52). The drainage canals include the existing Reclamation District (RD) 1000 canals as well as the drainage canals not associated with the RD1000 (NNCP, 52).

The project site is situated within the Westborough Planned Unit Development (PUD). This PUD is served by a detention basin, the Westlake Detention Basin. According to the Village Greens Stormwater Assessment prepared by Analytical Environmental Services (AES), this detention basin is designed to be a wet detention basin and contains water year-round (2). This detention basin covers approximately 19 acres with a maximum lake depth of 14 feet (2). Basin volume in the summer and winter is approximately 139 and 124 acre-feet, respectively (2). Maximum storage at the detention basin is approximately 200 acre-feet (2).

There is no surface water on the project site itself. Water not infiltrating the project site surface will drain to the existing drainage system in the streets. From the drainage system in the streets, the water drains into the Westlake Detention Basin and then is discharged into the West Drainage Canal (Village Greens Stormwater Assessment, 2). The West Drainage Canal flows into Fisherman Lake and then into the Sacramento River (Village Greens Stormwater Assessment, 2).

Water Quality. The City's municipal water is received from the American River and Sacramento River. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities, conveyed to detention basins and ultimately pumped into the Sacramento River. RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

Flooding. The proposed project is located in a FEMA designated Flood Zone X Shaded. FEMA describes Flood Zone X Shaded as an area of a 500-year flood: area of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile; and areas

protected by levees from 100-year flood.

Standards of Significance

Surface/Ground Water. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

Questions A, C-E

Development of the site would result in more runoff because of the addition of paved surfaces. The addition of paved surfaces also would result in a change in runoff absorption rate and pattern. However, the Village Greens Stormwater Assessment prepared by AES indicated that the change from the designated land use of Employment Center and Light Industrial to Medium Density Residential would result in fewer impervious surfaces. Since the Westlake Detention Basin was designed to handle more impervious surfaces than what is being proposed by the project, the impacts to Westlake Detention Basin would be less-than-significant.

In addition, the proposed project is required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15) and the Stormwater Management and Discharge Control Ordinance (Title 13). Compliance with Titles 13 and 15 would help reduce runoff. The Grading, Erosion and Sediment Control Ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction. This ordinance also requires that a Post Construction Erosion and Sediment Control Plan be prepared to minimize the increase of urban runoff pollution caused by development of the area. The Westlake Detention Basin is considered a regional Best Management Practice (BMP) and is included as part of the City's municipal separate stormwater system permitted by the Regional Water Quality Control Board (RWQCB). Discharges from the Westlake Detention Basin are required to meet RWQCB's water quality objectives, even though water received in the detention basin is not subject to RWQCB's water quality objectives (Village Greens Stormwater Assessment, 3). Therefore, water quality objects for water within the Westlake Detention Basin are similar to RWQCB's objectives. Water quality discharging from the Westlake Detention Basin is anticipated to meet water quality objectives.

Question B

The project site is situated within Flood Zone X Shaded. Within this flood zone, flood impacts are anticipated to be less-than-significant.

Questions F-H

Groundwater at a site about 2.75 miles south of the project site has been recorded to be anywhere from 6 to 40 feet below ground surface. During construction of the proposed project, groundwater may be encountered and may need to be withdrawn. Groundwater that has been withdrawn would eventually be discharged to surface water. Although the groundwater beneath the project site is not known to be contaminated, unknown groundwater contamination could have occurred. In the case that groundwater pumping would need to be done, the Developer would be required to follow the Regional Water Quality Control Board's standards and requirements, which include testing the groundwater for contamination. Testing the groundwater ensures that contaminated groundwater is not discharged to surface water.

Findings

This project would result in less-than-significant impacts to water resources.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
5. AIR QUALITY			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?		✓	
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

Environmental Setting

The project area lies within the Sacramento Valley Air Basin (SVAB). The climate of the SVAB is Mediterranean in character, with mild, rainy winter weather from November through March, and warm to hot, dry weather from May through September. The SVAB is subject to eight unique wind patterns. The predominant annual and summer wind pattern is the full sea breeze, commonly referred to as Delta breezes. Wind direction in the SVAB is influenced by the predominant wind flow pattern associated with the season.

The SVAB is subject to federal, state, and local regulations, which include the Federal and California Clean Air Acts and the Sacramento Metropolitan Air Quality Management District (SMAQMD) Rules. Standards for air pollutants are set under these regulations. The air pollutant standards under the California Clean Air Act are more stringent than the Federal Clean Air Act; therefore, air basins within the State of California follow the California Clean Air Act air pollutant standards.

The project site is situated within in Sacramento County, which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws.

Both the federal Environmental Protection Agency and the California Air Resources Board classifies the SVAB as non-attainment for ozone and PM₁₀ (particulate matter less than 10 microns in diameter). Carbon monoxide (CO) is designated as unclassified/attainment (California Air Resources Board, 1998). A non-attainment status for an air pollutant means that the air basin must develop regional air quality plans to show how the air basin will eventually attain the standards.

Standards of Significance

Ozone and Particulate Matter. An increase of nitrogen oxides (NO_x) during the construction of the project (short-term effects) above 85 pounds per day would result in a significant impact. An increase of reactive organic gases (ROG) and/or NO_x during the operation of the project (long-term effects) above 65 pounds per day would result in a significant impact. For PM₁₀, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO_x thresholds, it can be assumed that the project is below the PM₁₀ threshold as well.

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 1994). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors.

Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Answers to Checklist Questions

Question A

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO_x and ROG), PM₁₀ and CO are likely to exceed the standards of significance due to operation of the project once completed, an initial project screening was performed using Table 4.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004). This table provides project sizes for land use types which, based on default assumptions for modeling inputs using the URBEMIS2002 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for these pollutants. For projects approaching or exceeding the thresholds indicated in the table, a more detailed analysis is required. Those projects which do not approach or exceed the threshold levels in the table can be conservatively assumed not to be associated with significant emissions of NO_x, ROG, PM₁₀ and CO.

Projects categorized as "Single Family Residential" land use development types are considered potentially significant at the NO_x Screening Level for operational impacts with 656 units or

more. The project is proposing 182 units, which is well below the Table 4.2 criteria for single family residential. Therefore, no potentially significant operational impacts are expected to air quality due to mobile source emissions for these criteria pollutants.

Project-Related Construction Impacts: The project was also screened for potential impacts to air quality due to construction of the proposed project, also using Table 2.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004) as described above. For projects categorized as "Single Family Residential" land use development types, 28 units or more would be considered potentially significant at the NO_x Screening Level for construction impacts. The project is proposing 182 units, which is above the Table 2.2 criteria for Single Family Residential. As a result, *URBEMIS 2002 for Windows 7.4.2* model was used to calculate estimated emissions for the proposed project.

Based on the estimated emissions from the URBEMIS model, the proposed project would exceed the short-term emissions threshold of 85 lbs/day for NO_x. The NO_x emissions are estimated to be 129.56 lbs/day in the year 2005. These emissions are above the thresholds for NO_x emissions, and therefore, the following mitigation measures are necessary:

Mitigation Measures for NO_x

AQ-1: Category 1: Reducing NO_x emissions from off-road diesel powered equipment

The project shall provide a plan for approval by the lead agency, 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 time of construction; and

The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. 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 activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

AQ-2: Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that exhaust emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours identification of non-compliant equipment. A visual survey of all in-operation equipment shall be

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made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. 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. Nothing in this section shall supercede other SMAQMD or state rules or regulations. Implementation of the above mitigation measures would reduce air quality impacts to a less-than-significant level.

Implementation of the above mitigation measures would reduce emissions by 20% to approximately 103.65 lbs/day. This would still be 18.65 lbs/day above the thresholds. Therefore, an air quality mitigation fee is necessary to reduce the NOx emissions to a less-than-significant level. SMAQMD has developed a mitigation program that assists in providing cleaner emissions technology within the region. A fee paid to this program would offset the emissions over the significance threshold generated from the proposed project. The fee is calculated based on the amount of the mitigated construction emissions produced by the project less the District Threshold, multiplied by the number of days of construction multiplied by the standard District fee of \$13,600/ton of NOx. Through compliance with this mitigation fee (see mitigation measure AQ-3 below), it is anticipated that the short-term impacts from NOx can be mitigated to a less-than-significant level. The spreadsheet table below shows the calculations for the air quality mitigation fee:

Project Name (Control #)	Activity Phase	Nox (lbs/day) unmitigated	Nox (lbs/day) mitigated	NOx over threshold (lbs/day)	duration (days)	Total significant Nox (lbs)
	Grading	129.56	103.65	18.65	29	540.79
	Building Construction 2005	35.29	28.23	—		0.00
	Building Construction 2006	33.73	26.98	—		0.00
<i>Total project Nox over threshold (lbs)</i>						540.79
<i>Total project Nox over threshold (tons)</i>						0.27
Mitigation fee (\$13,600/ton)						\$3,677

AQ-3: Prior to the approval of improvement plans or the issuance of grading permits, the Project Proponent will submit proof that the off-site air quality mitigation fee of \$3,677.00 has been paid to SMAQMD, and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency.

Implementation of the above mitigation measures would reduce air quality impacts to a less-than-significant level during construction.

Ambient Air Emissions

The July 2004 SMAQMD Guide to Air Quality Assessment states that projects are considered significant if anticipated emissions of certain pollutants exceed or contribute substantially to an existing or projected violation of an ambient air quality standard, or expose sensitive receptors (e.g., children, athletes, elderly, sick populations) to substantial pollutant concentrations (5-1). These pollutants include carbon monoxide (CO), PM₁₀, oxides of nitrogen (NO₂), and sulfur oxides (SO₂).

Although there are sensitive receptors nearby (the site is adjacent to residences), since the NOx emissions for operation of the project is less-than-significant, ambient air emissions would be considered less-than-significant as well.

Question B

The California Air Resources Board (CARB) recently approved an advisory, non-regulatory document called the Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), which addresses potential cancer risks related to land uses proximate to freeways and other sources of toxic air contaminants. The exposure to toxic air contaminants associated with diesel particulates and other fuel-derived toxics is elevated adjacent to heavily traveled roadways. The study notes that air pollution levels can be significantly higher within 500 feet of roadways with traffic volumes of over 100,000 vehicles per day or heavy-duty diesel truck volumes of over 20,000 trucks per day. However, the CARB Handbook also recommends that siting of residential land uses within 500 feet of a freeway be considered along with other local goals and objectives, including the need for housing, social and economic development, and so forth.

The proposed project is considered a sensitive receptor, as it is a residential project. The proposed project is located within 500 feet of Interstate-5. According to the SGPU DEIR, the prevailing winds in the area are from the southwest. Therefore, the air pollution from the freeway is predominantly blowing away from the project site. Impacts on sensitive receptors are anticipated to be less-than-significant.

Question C

The project would not result in the alteration of air movement, moisture, temperature, or in any change in climate, either locally or regionally.

Findings

This project would result in a less-than-significant impact to air quality with the implementation of the above mitigation measures.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
6. TRANSPORTATION/CIRCULATION			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

Environmental Setting

Roadway- Regional Access. Regional access to the site is provided primarily by the freeway system. I-5 is a north-south facility that is located east of the site. Primary access to I-5 is via an interchange at Del Paso Rd. To the south, I-5 provides access to I-80, downtown Sacramento, and the southern portions of the City and County. To the north, I-5 provides access to Sacramento international Airport, the City of Woodland, and other Central Valley communities.

Roadway- Direct Access. Direct access to the site is provided via Bayou Way, Del Paso Road, and El Centro Road. The following information further describes these streets:

Bayou Way is an east-west, two-lane roadway adjacent to the site. Bayou Way extends westerly along the south side of I-5 as a two-lane roadway. It continues to Airport Boulevard, providing

access to the Sacramento International Airport.

El Centro Road is a north-south roadway connecting Del Paso Road with Bayou Way and extends south to West El Camino Avenue. It is primarily a two-lane roadway, although it has been widened in some locations due to development.

Del Paso Road is an east-west roadway that provides access to I-5 via a full interchange. West of I-5, Del Paso Road is a two-lane roadway. Del Paso Road has signalized intersections at El Centro Road.

Public Transportation. Sacramento Regional Transit is the major public transportation service provider within Sacramento County providing 27 miles of light rail service and fixed-route bus service on 80 routes. Light rail service and many of the bus routes are currently oriented to the downtown area.

Bikeways. There are no existing bike lanes along Bayou Road and/or Callison Drive.

Parking. There is no parking available on the site. Parking is available along Callison Drive.

Standards of Significance

1. **Roadways:** An impact is considered significant for roadways when:
 - The project causes the facility to degrade from LOS C or better to LOS D or worse
 - For facilities operating at LOS D, E or F without the project, an impact is considered significant if the project increases the v/c ratio by 0.02 or more
2. **Intersections:** A significant traffic impact occurs under the following conditions:
 - The addition of project-generated traffic causes the level of service of the intersection to change from LOS A, B, or C to LOS D, E or F
 - The addition of project-generated traffic increases the average stopped delay by five seconds or more at an intersection already operating worse than LOS C
3. **Bicycle Facilities:** A significant Bikeway impact would occur if:
 - The project hindered or eliminated an existing designated bikeway, or if the project interfered with implementation of a proposed bikeway
 - The project is to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts
4. **Pedestrian Facilities:** A significant pedestrian circulation impact would occur if:

- The project would result in unsafe conditions for pedestrians, including unsafe increase in pedestrian/bicycle or pedestrian/motor vehicle conflicts.
5. **Transit Facilities:** A significant impact to the transit system would occur if the project-generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hour of operation.
 6. **Parking:** A significant impact to parking would occur if the anticipated parking demand of the proposed project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the project is consistent with the parking requirements stipulated in the City Code.

Answers to Checklist Questions

Question A

A traffic impact analysis for the Westborough PUD was prepared by DKS Associates as part of the Negative Declaration for the subject PUD (Project Number P98-112). A Mitigation Monitoring Plan was developed for the entire Westborough PUD area. The Mitigation Monitoring Plan included a phasing plan to implement all the mitigation measures associated with the Westborough PUD. The proposed project is considered less intense than the approved land use designation for the same parcels in the approved Westborough PUD. Based on the currently proposed project and the recommendations of the traffic study of the original Westborough PUD, the City's Development Service Department has identified that the proposed project would not have a potential impact on traffic in the area, and any applicable mitigation measures identified in the Westborough PUD are required to be implemented with the proposed project. Therefore, the project would have a less than significant impact on traffic and vehicle circulation.

Question B

Public improvements required for the project will be designed to appropriate standards. Therefore, creation of hazards is not expected, and no mitigation is required.

Question C

Existing road infrastructure provides adequate emergency access to the proposed project site. The project proposes new driveways to provide emergency access. The project site will be designed to the appropriate City standards. Therefore, potential emergency access impacts are considered to be less-than-significant.

Question D

Parking in garages will be provided as part of the proposed project. On-street parking will also be available within the proposed project once completed.

Question E

The frontage improvements along the project site will include sidewalks, curbs, and gutters that will be designed to City standards. Therefore, impacts arising from potential bicycle/pedestrian or bicycle/motor vehicle conflicts are considered to be less-than-significant.

Question F

The *2010 Sacramento City/County Bikeway Master Plan* does not show any proposed bikeways on the project site or adjacent to the project site. The nearest bikeway proposed appears to be an off-street bikeway along the West Drainage Canal. The West Drainage Canal is situated approximately 2,184 feet southwest of the project site. The project would not affect this proposed bikeway.

Question G

There are no railroads within or adjacent to the project site, so impacts to rail traffic are not anticipated. There are also no surface waters on the project site.

None of the buildings are high enough to cause problems with air traffic, so air traffic impacts are anticipated to be less-than-significant.

Findings

The project would not result in significant impacts to transportation or circulation.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
7. BIOLOGICAL RESOURCES			
<i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			✓
B) Locally designated species (e.g., heritage or City street trees)?		✓	
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

Environmental Setting

The proposed project is located within the Natomas Basin, a low-lying region in the Sacramento Valley, located east of the Sacramento River and north of the American River. The Natomas Basin contains incorporated and unincorporated areas within the jurisdictions of the City of Sacramento, Sacramento County, and Sutter County. Historically the basin was primarily in agricultural production. The existing water conveyance systems, like the East Drainage Canal located at the easternmost project boundary, within the Natomas Basin were created for water conveyance and drainage. They provide nesting, feeding, and migration corridor habitat for a variety of species in the basin.

The Natomas Basin contains a variety of habitat types, open water aquatic habitat (including ditches and drains), emergent marsh, riparian forest, riparian scrub-shrub, grassland, vernal pools, and agriculture. A number of special-status species (wildlife and plant), as determined by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS), inhabit or forage within the Natomas Basin.

The proposed project is located in an area that is required to comply with all measures identified in the Natomas Basin Habitat Conservation Plan (NBHCP), approved in May 2003. The NBHCP is a conservation plan supporting application for incidental take permits (ITPs) 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 biological conservation in conjunction with economic and urban development within the Permit Areas of the Natomas Basin.

The project site is located within an area where fees have already been paid. Therefore, the

site has been mass graded.

Standards of Significance

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

For the purposes of this report, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA);

Answers to Checklist Questions

Question A

No special-status species were observed by during a site visit on July 2004. The site had been graded; therefore, the site lacks any potential habitat for special-status species. However, since the project site is within the NBHCP, the following mitigation measure shall be implemented to ensure less-than-significant impacts:

Mitigation Measure:

BR-1: The project applicant/developer shall: (i) comply with all requirements of the NBHCP, together with any additional requirements specified in the North Natomas Community Plan EIR; (ii) comply with any additional mitigation measures identified in the Natomas Basin HCP EIR/EIS; and (iii) comply with all conditions in the ITPs issued by the USFWS and CDFG.

Implementation of the above mitigation measure would ensure less-than-significant impacts on special-status species covered under the NBHCP.

Question B

The only local species the City protects are "Heritage Trees." The City protects "Heritage Trees" by ordinance (City Code 12.64). Heritage Trees are defined by Sacramento's Heritage Tree Ordinance as:

- a. Any trees of any species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
- b. Any native *Quercus* species, *Aesculus California* or *Platanus Racemosa*, having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk.
- c. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to thirty (30) feet beyond the high water line.
- d. Any tree, grove of trees or woodland trees, designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

There are no trees on the project site; therefore, impacts to trees would be less-than-significant.

Question C

Since the site has been graded, there are no potential wetlands or Waters of the U.S. Therefore, impacts to wetlands and Waters of the U.S. would be less-than-significant.

Findings

The proposed project would not result in significant impacts to biological resources with the incorporation of the above mitigation measure.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
8. ENERGY			
<i>Would the proposal result in impacts to:</i>			✓
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

Environmental Setting

Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Not all areas are currently provided with gas service. PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

The Sacramento Municipal Utility District (SMUD) supplies electricity to the City of Sacramento. SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

Standards of Significance

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

Answers to Checklist Questions

Questions A - C

The proposed project would require the use of energy when implemented and during construction. However, this would not require the development of new sources of energy nor would result in substantial increases in demand for energy. In addition, the proposed project would have to meet State Building Energy Efficient Standards (Title 24) and would have energy conservation measures built into the project. Therefore a less-than-significant impact is expected.

Mitigation Measures

No mitigation measures are required.

Findings

The project would not result in impacts to energy resources.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
9. HAZARDS			
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			✓
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?			✓
D) Exposure of people to existing sources of potential health hazards?			✓
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

Environmental Setting

The SGPU DEIR indicates that a hazardous waste is defined by the California Department of Health Services (DOHS) as any waste material or mixture of wastes which is toxic, corrosive, flammable, an irritant, a strong sensitizer, or a material which generates pressure through decomposition, heat, or other means, if such a waste or mixture of wastes may cause substantial injury, serious illness or harm to humans, domestic livestock, or wildlife (X-1).

Hazardous materials are commonly used by industries and businesses, but are also found in the home and work environments (SGPU DEIR, X-1). If used properly, these products are safe and cause little, if any concern (SGPU DEIR, X-1).

Standards of Significance

For the purposes of this document, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing

contaminated soil during construction activities;

- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities; or
- expose people (e.g., residents, pedestrians, construction workers) to increase fire hazards.

Answers to Checklist Questions

Questions A, C & D

The County of Sacramento, Environmental Management Department keeps a list of sites that have had known potentially hazardous leaks or spills. This list is called, "Toxisites." The Toxisites database did not identify the project site as one with a known leak or spill.

The project site was likely used for farming in the past. The "toxics" concerns associated with farm uses include application of pesticides/herbicides and spillage of chemicals from use of farm equipment. Firms that conducted soil sampling for pesticides/herbicides on agricultural lands found that the levels of pesticides/herbicides tested did not reach hazardous levels. Spillage of chemicals from use of farm equipment would typically be limited to the first few inches of soil. Since the project site is not known to be contaminated, a Phase I Site Assessment (a study that assesses the site for any potential contamination) and/or soil sampling was not required at this time. However, during construction, previously unidentified contaminants could be uncovered during construction of the project. State and federal laws such as Fed/OSHA and CalOSHA establish procedures on how to handle contamination if discovered during construction would ensure that health hazards are less-than-significant.

In addition to possibly finding contamination during construction of the project site, hazardous materials such as paints may be used during construction of the project. As indicated above, there are state and federal laws governing the use of hazardous materials. These laws implement training programs, safety procedures, etc. Adherence to these laws would reduce potential accidents regarding hazardous materials and substances to a less-than-significant level.

When completed, the project would not generate, use, or store any hazardous materials aside from common household products.

Questions B & E

The proposed project is required to meet the Uniform Fire Code standards. Therefore, impacts to fire hazards are considered to be less-than-significant.

Findings

The proposed project would result in less-than-significant impacts regarding hazards.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
10. <u>NOISE</u> <i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term			✓ ✓
B) Exposure of people to severe noise levels? Short-term Long Term		✓ ✓	

Environmental Setting

Noise is defined as unwanted sound. The SGPU DEIR indicated that the three major noise sources in the City of Sacramento are surface traffic, aircraft, and the railroad (AA-1).

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project, which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential use is 60 dB Ldn, while the interior noise standard is 45 dB Ldn. However, the conditionally acceptable maximum exterior community noise exposure for residential use is 70 dB Ldn. The maximum normally acceptable noise standard for recreational facilities is 70 db Ldn.
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;

- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

Construction-generated sound is exempt from limits if construction activities take place between the hours of 7:00 a.m. and 6:00 p.m. Monday-Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays as specified in Section 8.68.080 of the City of Sacramento Noise Ordinance.

Answers to Checklist Questions

Questions A and B

In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving sound level. Sound from a single point source (e.g., a generator) typically attenuates at a rate of 6 dB per doubling of distance. Sound from a line source (e.g., a continuous traffic flowing on a highway) typically attenuates at a rate of 3 to 4.5 dB per doubling of distance.

Noise Impacts on the Proposed Project from the Surrounding Area

The project area is mostly comprised of single-family homes. The single-family homes in the project area are not anticipated to impact the proposed project as they would be compatible with the project. However, the project site is just south and west of Interstate-5. Interstate-5 would be considered a major noise source on the project.

Due to its close proximity to the freeway, a noise study was completed for the project site in April 2004. The noise study was completed by Brown Buntin Associates. Brown Buntin Associates characterized the traffic noise environment by conducting a continuous traffic noise level measurement over a 24-hour period and conducting a short-term traffic noise level roadway calibration measurement concurrent with a traffic count, adjacent to Interstate 5 on the project site. Brown Buntin Associates uses the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels.

The noise study indicated that because the project site's northern and southern areas are shielded from direct line of sight to the I-5 roadway by elevated portions of State Route 99 (SR 99) on ramp/off ramps, additional simultaneous short-term measurements were taken at two locations on the north portion of the project and at Callison Drive. Also, simultaneous short-term measurements were taken at two locations on the south portion of the project site and Callison Drive. These short-term measurements were taken to establish the differences in noise levels at these portions of the project site, and to take into consideration the shielding provided to each of these areas by the elevated SR99 roadway portions. The difference in the simultaneous measured noise levels was used to predict future traffic noise levels for these portions of the project.

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The noise study indicated that a 76%/24% day/night distribution was used to predict future traffic noise levels. The measured Ldn value for the 24-hour period was 67.0 dB.

The outdoor activity areas were assumed to be located at a distance of 15 feet from the back of the sidewalk along Bayou Road. The predicted future traffic noise levels at this distance and at the southern and northern locations are shown on the following table:

PREDICTED FUTURE EXTERIOR TRAFFIC NOISE LEVELS AND CONTOURS					
Location	Offset (per Table II)	Distance to Roadway Centerline (feet)	Predicted Ldn, dB	Distance to Noise Contour (feet)*	
				60 dB Ldn	65 dB Ldn
C	0	200	78.0	3,166	1,470
A	+1.5	540	73.0	3,986	1,850
B	-0.5	460	72.1	2,932	1,361
D	-5.3	375	68.6	1,404	651
E	-1.8	420	71.4	2,402	1,115

*distance is measured from the centerline of the roadway.

The predicted future noise levels for the areas between the reference locations are shown on the following table:

Noise Levels Between Reference Locations at Lot Lines Adjacent to Bayou Road	
Between Locations	Range of Noise Levels (Ldn)
A-B	73.0 – 72.1
B-C	72.1 – 78.0
C-D	78.0 – 68.6
D-E	68.6 – 71.4

Noise on the second floors are anticipated to be 3dB higher because the second floors do not have as much ground absorption of noise as the first floor.

Exterior Noise

The City of Sacramento General Plan Update (SGPU) establishes an acceptable maximum residential exterior standard of 60 dB Ldn. However, the SGPU acknowledges that there are many areas within the City that it is not feasible to provide further noise mitigation or that some projects, because of their location, design, or size may not be able to incorporate mitigation measures that are feasible for larger projects or for projects in different locations (8-45). Therefore, in these cases, a maximum residential exterior standard of 70 dB Ldn is allowed.

The proposed homes will face Bayou Way. These proposed homes facing Bayou Way will be "rear loading", meaning that the garages are accessed from an alley in the back of the lots. The backyards of these homes that face Bayou Way would receive an approximate 10 dB Ldn noise

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reduction from the shielding of the proposed house itself. The following table shows the noise levels of the backyards for the homes that face Bayou Way:

Noise Levels Between Reference Locations for Backyard Receivers at Lots Adjacent to Bayou Road (assumed 10 dB reduction provided by building structure)	
Between Locations	Range of Noise Levels (Ldn)
A-B	62.4 – 61.4
B-C	61.4 – 66.5
C-D	66.5 – 57.8
D-E	57.8 – 60.7

The noise levels in the backyards of the homes facing Bayou Way will exceed the 60 dB Ldn exterior noise level standard for the areas between locations A through D. However, since a wall would be infeasible, the 70 dB Ldn conditionally acceptable residential exterior noise standard could be applied in this case. Therefore, the backyards of these houses (in locations between A through D) that face Bayou Way would meet the 70 dB Ldn. No additional mitigation measures would be necessary.

Although Lots A and B (the “green areas”) are not considered and do not count as parks, they were treated as parks in terms of noise. Therefore, the City’s noise standards for neighborhood parks and playgrounds were applied to these two lots. Lot A will meet the City’s 70dB Ldn standard. However, Lot B will not. Therefore, the following mitigation measure shall be implemented for Lot B to ensure that less-than-significant noise impacts result:

Mitigation Measure for Lot B

N-1: A barrier of at least six-feet shall be constructed between Lot B and Bayou Road. The barrier shall be constructed with concrete or masonry block, precast concrete, earthen berm, or any combination. If other prefabricated materials are used, they shall be reviewed and approved by an acoustical expert.

Implementation of the above mitigation measure would reduce exterior noise impacts to a less-than-significant level.

Lot 182 sides onto Bayou Way. The noise study indicated that noise in the side yard of Lots 182 would be approximately 72.9 dB. Since this exceeds the City’s threshold for residential exterior, the following mitigation measure shall be implemented:

Mitigation Measure for Lot 182

N-2: A barrier of at least six-feet shall be constructed between Lot 182 and Bayou Road. The barrier shall be constructed with concrete or masonry block, precast concrete, earthen berm, or any combination. If other prefabricated materials are used, they shall be reviewed and approved by an acoustical expert.

Implementation of the above mitigation measure would reduce exterior noise levels to a less-than-significant level.

Interior Noise

The SGPU requires a residential interior noise standard of 45 dB Ldn. Second-floors tend to be 3dB Ldn higher than first floors because of less ground absorption. Standard construction methods would result in a noise attenuation of 20 to 25 dB Ldn with windows closed. Therefore, it is usually assumed that an interior noise standard of 45 dB Ldn can be achieved with standard construction practices where the exterior noise level is 65 dB Ldn or less.

The noise study indicated the following for noise levels on the second floors (the first floor noise levels would be those listed in the above table titled, "Noise Levels Between Reference Locations at Lot Lines Adjacent to Bayou Road"):

Noise Levels Between Reference Locations for Second Floor Receivers at Lots Adjacent to Bayou Road	
Between Locations	Range of Noise Levels (Ldn)
A-B	75.8 – 74.9
B-C	74.9 – 80.5
C-D	80.5 – 71.3
D-E	71.3 – 74.2

Since the exterior noise levels exceed 65 dB Ldn, the interior noise levels would exceed the City's residential interior standard of 45 dB Ldn. Therefore, the following mitigation measures shall be implemented to reduce the residential interior noise levels to a less-than-significant level:

Mitigation Measures for Interior Noise

N-3: All windows on Lots 1-16, 53-70, 91-123, and 172-182 shall have a minimum STC 35 rating. All sliding glass doors in these lots shall have a minimum STC 38 rating.

N-4: All windows on Lots 17-52, 71-90, and 124-170 shall have a minimum of STC 38 rating. All front doors on these lots shall have a minimum of STC 36 rating. All sliding glass doors on these lots shall have a minimum STC 38 rating.

N-5: Air conditioning or other suitable mechanical ventilation should be provided to allow residents to close windows for the desired acoustical isolation.

Implementation of the above mitigation measures would reduce interior noise impacts to a less-than-significant level.

Noise Impacts on the Surrounding Area from the Proposed Project

Operation of the proposed project is not anticipated to create noise impacts on the surrounding uses because the project would be residential and would be compatible with the surrounding area. Any noise generated from the operation of the proposed project would be subject to the City's Noise Ordinance. Therefore, the noise impacts of the proposed project are anticipated to be less-than-significant.

Construction of these improvements, however, would likely increase noise levels in the short-term. The City of Sacramento Noise Ordinance exempts construction-related noise if the construction

takes place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. Short-term noise impacts would be less-than-significant with adherence to the Noise Ordinance.

Findings

The proposed project would result in less-than-significant noise impacts with the implementation of the above mitigation measures.

VILLAGE GREENS PROJECT (P04-121)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
11. PUBLIC SERVICES <i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

Environmental Setting

Public uses include police stations, fire stations, libraries, schools, and community centers. Public services in the project area are provided by the City of Sacramento.

Standards of Significance

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

Answers to Checklist Questions

Questions A, B, D & E

Occasional emergency services, such as police and fire, may be needed to serve the site. The needed governmental services for the project site were analyzed in the North Natomas Community Plan. The project developer would be paying infrastructure fees based on the North 1995 Natomas Nexus Study (updated in 2002) and the 2004 North Natomas Financing Plan. These plans provide a guide and a fee program on funding of infrastructure and public facilities within the North Natomas Community Plan area. As the proposed project would be subject to these fees, the provision of adequate public services and facilities are anticipated.

Question C

The proposed project would add students to the Natomas Unified School District. The increase in population was analyzed in the North Natomas Community Plan. Therefore, the increase in the school-aged population is anticipated to have less-than-significant impacts on schools.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to public services.

VILLAGE GREENS PROJECT (P04-121)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
12 UTILITIES <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

Environmental Setting

Telephone. Pacific Bell provides telephone service to the project site and throughout the surrounding area. Telephone service to the project area is provided primarily with aboveground transmission lines.

Sanitary Sewer. The Sacramento Regional County Sanitation District (SRCSD) and County Sanitation District No. 1 (CSD-1) provide sewage treatment for the North Natomas area.

Stormwater Drainage. The Westlake Detention Basin receives water from the underground stormwater drainage system. Water from Westlake Detention Basin discharges to the West Drainage Canal and eventually ends in the Sacramento River.

Solid Waste. The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate storm water that would exceed the capacity of the storm water system.

Answers to Checklist Questions

Question A

The proposed project would not impact the existing communication system, as there are none on-site. The existing communication system should adequately serve the proposed project, as development of the site was planned for in the North Natomas Community Plan.

Questions B & C

The proposed project may be required to construct water main extensions. The water distribution system will be designed and constructed to City standards. However, the average day water demand of the project would not increase to more than 120,000 gallons per day.

Question D

The Developer would be required to complete a sewer study to determine whether the existing sewer system can handle the volume of sewer generated by the proposed project. Although the existing sewer system may not be able to handle the amount of sewer generated by the proposed project, the Developer would be required to construct new connections to mitigate for the impacts to the existing sewer system. Therefore, impacts are anticipated to be less-than-significant because the proposed project cannot be built without adequate facilities. In addition, the proposed project is required to participate in the North Natomas Financing Plan and North Natomas Nexus Study. The North Natomas Financing Plan and the North Natomas Nexus Study were put into place to ensure that the infrastructure needed for the expected build-out of the North Natomas Community Plan would be fully funded and adequate to serve the area. Therefore, a less-than-significant sewer impact is expected.

Question E

The proposed project is providing an underground drainage system that would discharge to the Westlake Detention Basin. The drainage system is required to be constructed to City's

standards.

Question F

The proposed project would not generate more than 500 tons of solid waste per year (the proposed project is anticipated to generate approximately 291 tons per year without recycling) and would be subject to Chapter 17.72 of the Zoning Code, which encourages recycling of materials and reduction of litter.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to utility systems.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
13. AESTHETICS, LIGHT AND GLARE			
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

Environmental Setting

Aesthetic values are found in scenic qualities of natural and urbanized environments and include natural areas, architecture, and historic sites (SGPU DEIR, S-1). The City of Sacramento has many positive aesthetic features (SGPU DEIR, S-1).

Standards of Significance

Visual impacts would include obstruction of a significant view or viewshed or the introduction of a façade which lacks visual interest and compatibility which would be visible from a public gathering or viewing area.

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Answers to Checklist Questions

Questions A and B

The proposed project is not within an identified scenic corridor or viewshed so impacts to an identified scenic corridor or viewshed would be less-than-significant. The proposed project would not have a negative aesthetic effect, as the project area is mostly developed.

Question C

The proposed project would include the installation of lighting. The lighting proposed for the project is associated with typical residential development. Therefore, less-than-significant impacts are anticipated with relation to glare and light.

Question D

None of the proposed residences would be tall enough to place any building in permanent shadow.

Mitigation Measures

No mitigation is required.

Findings

The project is determined to have a less-than-significant impact to aesthetics, light, or glare.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
14. CULTURAL RESOURCES			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

Environmental Setting

The SGPU defines a Primary Impact Area as an area that is most sensitive to urban development due to the potential presence of cultural resources. These areas include areas along the Sacramento and American Rivers, North Natomas, portions of North Sacramento which lie north of I-80 along drainage courses, the American River floodplain, the southwest portion of South Natomas, the Florin Road vicinity, and the unsurveyed drainage ditches of South Sacramento.

Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Answers to Checklist Questions

Questions A - D

The project site does not contain any known cultural or historical resources. Further, the SGPU DEIR shows the project site as not being near or within the Primary Impact Area. However, construction of the project may unearth previously unidentified cultural or historical resources. Therefore, the following mitigation measures shall be implemented during construction of the project to ensure a less-than-significant impact:

Mitigation Measures

CR-1: If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

CR-2: If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.

Question E

There are no existing religious or sacred uses on the project site. Therefore, it is not anticipated that religious or sacred uses will be impacted by the proposed project.

Findings

The project is determined to have less-than-significant impacts on cultural resources with the incorporation of the above mitigation measures.

VILLAGE GREENS PROJECT (P04-121)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
15. RECREATION			
<i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			✓
B) Affect existing recreational opportunities?			✓

Environmental Setting

There are no existing recreational amenities within the project site. However, the Westlake Detention Basin is used as a recreational feature within the subdivision.

Standards of Significance

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affected existing recreational opportunities.

Answers to Checklist Questions

Questions A and B

There is no existing recreation on the project site, so existing recreational features would not be impacted by the proposed project.

The proposed project is anticipated to increase the demand for recreation due to the increase in population. A public parkway is proposed at the southern terminus of Callison Drive. In addition, the proposed project will include two open space areas, Lots A and B. Lots A and B will not be public parks, but rather, private open space areas for the future residents. As Lots A and B are not public parks, the Applicant is required to comply with City Code 16.64 (Parkland Dedication) and pay in-lieu fees. Therefore, recreation impacts are anticipated to be less-than-significant.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to recreational resources.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
16. MANDATORY FINDINGS OF SIGNIFICANCE			
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
C. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			✓
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		✓	

Mandatory Findings of Significance Discussion

- A. As discussed in the Biological Resources section, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community because the project includes mitigation measures to reduce impacts on local designed species to a less-than-significant level. There are no known cultural resources on the project site. However, mitigation measures are included in the document in the case that previously unidentified cultural resources are uncovered during construction.
- B. As discussed in the preceding section, the project does not have the potential to achieve short-term, to the disadvantage of long-term environmental goals.
- C. When impacts are considered along with, or in combination with other impacts, the project-related impacts are less-than-significant. The proposed project will not add substantially to any cumulative effects. Project related impacts would be mitigated to a less-than-significant level; therefore cumulative effects are not considered a significant impact.
- D. The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The site is not known to contain any hazards. There are no known paleontological resources on the site. However, mitigation measures are included in the case they are uncovered during construction.

SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by this project.

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Water | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Aesthetics, Light & Glare |
| <input checked="" type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy and Mineral Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified | |

SECTION V. DETERMINATION

On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- X I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Puysan Cook
Signature

6/2/05
Date

Puysan "Susanne" Cook
Printed Name

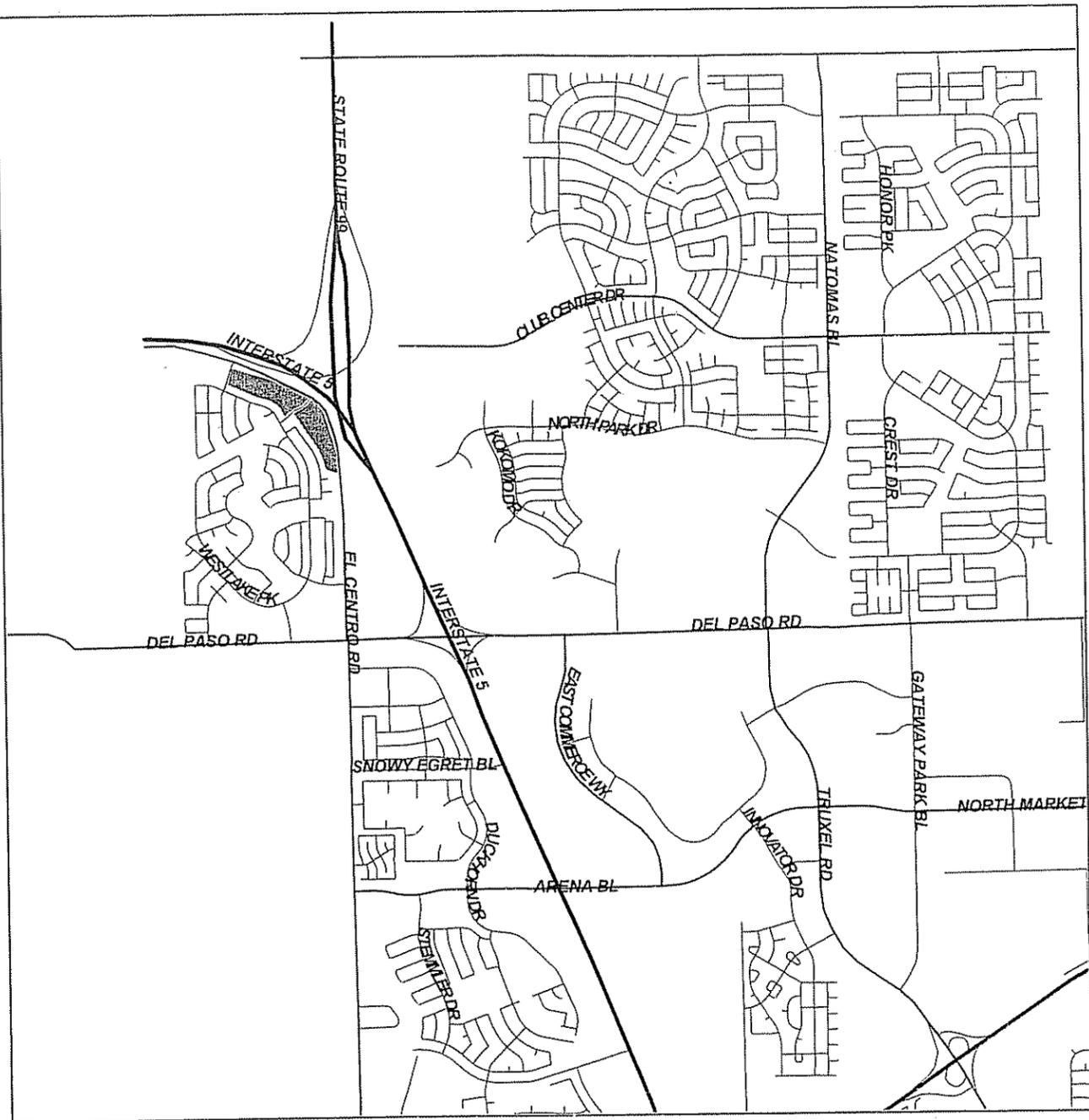
VILLAGE GREENS PROJECT (P04-121)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

References Cited

- Analytical Environmental Services. *Village Greens Stormwater Assessment*, 2005.
- Brown Buntin Associates, Inc. *Environmental Noise Analysis, Village Greens Subdivision*, 2004.
- Sacramento, City of. *North Natomas Community Plan*, 1994.
- Sacramento, City of. *Sacramento General Plan Update DEIR*, 1987.
- Sacramento Metropolitan Air Quality Management District (SMAQMD). *Guide to Air Quality Assessment*, July 2004

ATTACHMENT A

Vicinity Map/Site Photos



0 2000 4000 Feet



Planning & Building
Department

Geographic
Information
Systems

Vicinity Map
P04-121



July 9, 2004

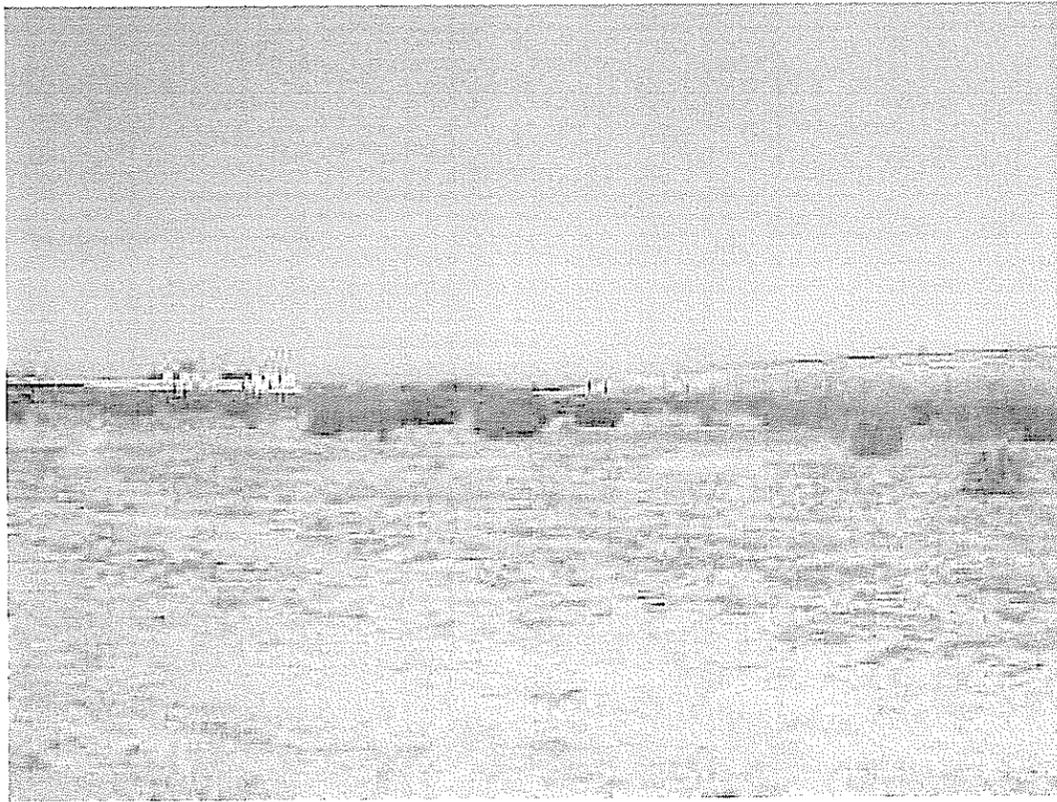


Photo 1: Looking North at Project Site



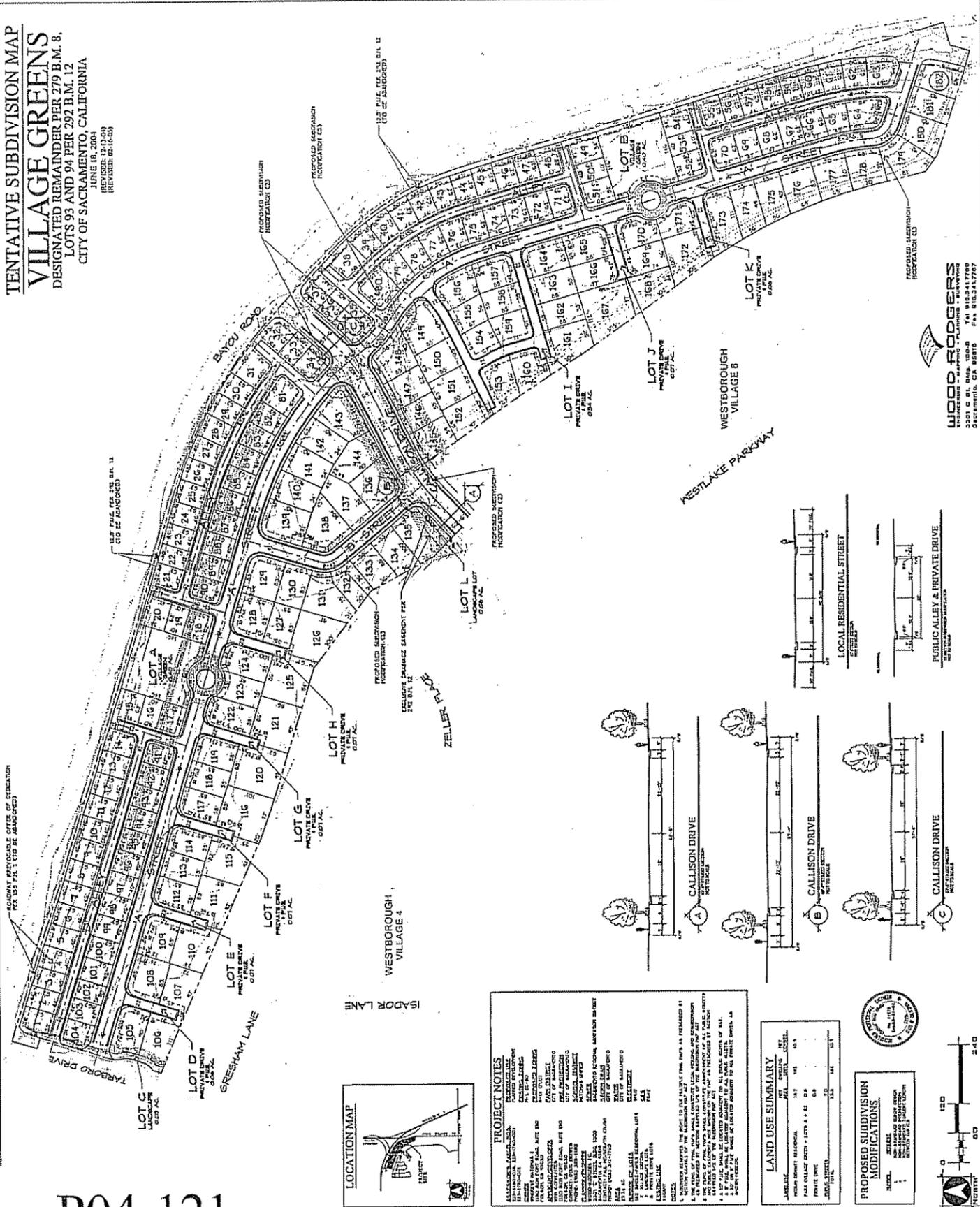
Photo 2: Looking South at the Project Site

ATTACHMENT B

Project Plan

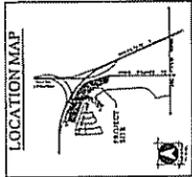
TENTATIVE SUBDIVISION MAP
VILLAGE GREENS
 DESIGNATED REMAINDER PER 279 B.M. 8,
 LOTS 93 AND 94 PER 292 B.M. 12
 CITY OF SACRAMENTO, CALIFORNIA

JUNE 18, 2004
 (REVISED 02-13-05)
 (REVISED 02-16-05)



WOOD RODGERS
 ENGINEERING - PLANNING - SURVEYING
 2000 J STREET, SUITE 100
 SACRAMENTO, CA 95818 P 916-341-1797
 F 916-341-1797

RECORDING ACTS TO BE RECORDED
 RECORDED ACTS TO BE RECORDED



PROJECT NOTES

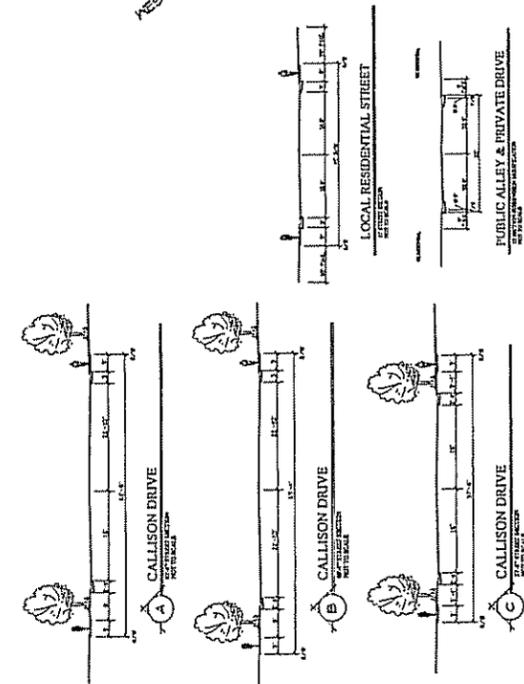
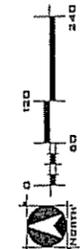
1. ALL LOTS ARE TO BE SUBDIVIDED INTO LOTS AS SHOWN ON THIS MAP.
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18. THE LOTS ARE TO BE SUBDIVIDED INTO LOTS AS SHOWN ON THIS MAP.
19. THE LOTS ARE TO BE SUBDIVIDED INTO LOTS AS SHOWN ON THIS MAP.
20. THE LOTS ARE TO BE SUBDIVIDED INTO LOTS AS SHOWN ON THIS MAP.

LAND USE SUMMARY

LAND USE	ACRES	PERCENT
RESIDENTIAL	1.12	100%
TOTAL	1.12	100%

PROPOSED SUBDIVISION MODIFICATIONS

DATE: 02/16/05
 DRAWN BY: [Name]
 CHECKED BY: [Name]

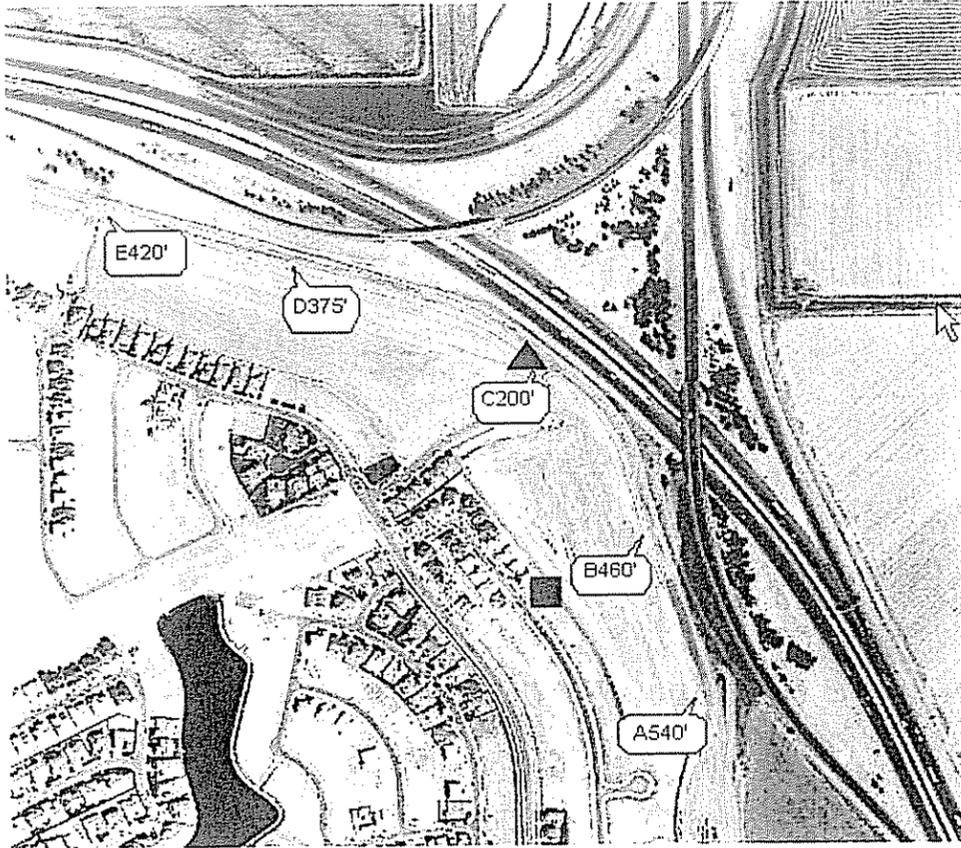


P04-121
 REVISED 02/16/05

ATTACHMENT C

Noise Measurement Locations Aerial Photo

FIGURE 1
Noise Measurement Locations
and Project Site Reference Locations
(Distances to I-5 Roadway Centerline)
Village Greens, Sacramento, California



- ▲ Short-term Roadway Calibration
- Continuous Noise Monitoring Site

ATTACHMENT D
Mitigation Agreement

MITIGATION AGREEMENT

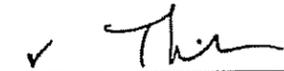
PROJECT NAME / FILE NUMBER: Village Greens (P04-121)

OWNER/DEVELOPER:

I, Thomas Willis (owner, authorized representative), agree to amend the project application P04-121 to incorporate the attached mitigation measures in the Village Greens Project Initial Study/ Mitigated Negative Declaration dated April 6, 2005. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan for this project. This Reporting Plan will be prepared by the Development Services Department, pursuant to the California Environmental Quality Act Guidelines Section #21081 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P04-121, would be subject to this plan at the time the plan is adopted. This plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.



Signature (Owner/Developer/Applicant)

Title

Date

May 31, 2005.

ATTACHMENT

Urbemis 2002 Calculations

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\Village Greens.urb
 Project Name: Village Greens
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005 ***							
TOTALS (lbs/day,unmitigated)	18.20	129.56	144.54	0.00	63.37	5.86	57.51

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006 ***							
TOTALS (lbs/day,unmitigated)	5.01	33.73	40.45	0.00	1.66	1.54	0.12

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	6.38	38.90	48.91	0.00	1.74	1.62	0.12

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	9.31	2.31	3.00	0.06	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	17.38	19.57	202.64	0.16	15.93

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	26.69	21.88	205.63	0.23	15.94

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\Village Greens.urb
 Project Name: Village Greens
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: September, 2005
 Construction Duration: 20
 Total Land Use Area to be Developed: 23 acres
 Maximum Acreage Disturbed Per Day: 5.75 acres
 Single Family Units: 182 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	57.50	-	57.50
Off-Road Diesel	18.05	129.38	141.32	-	5.86	5.86	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.15	0.18	3.22	0.00	0.01	0.00	0.01
Maximum lbs/day	18.20	129.56	144.54	0.00	63.37	5.86	57.51
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.15	34.75	28.44	-	1.62	1.62	0.00
Bldg Const Worker Trips	0.91	0.54	11.48	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.06	35.29	39.92	0.00	1.75	1.63	0.12
Max lbs/day all phases	18.20	129.56	144.54	0.00	63.37	5.86	57.51

*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.15	33.21	29.56	-	1.54	1.54	0.00
Bldg Const Worker Trips	0.86	0.52	10.90	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	5.01	33.73	40.45	0.00	1.66	1.54	0.12
Max lbs/day all phases	5.01	33.73	40.45	0.00	1.66	1.54	0.12

*** 2007***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.15	31.68	30.72	-	1.41	1.41	0.00
Bldg Const Worker Trips	0.80	0.48	10.24	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.46	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.89	5.31	7.60	-	0.17	0.17	0.00
Asphalt On-Road Diesel	0.07	1.42	0.27	0.00	0.03	0.03	0.00
Asphalt Worker Trips	0.01	0.00	0.08	0.00	0.00	0.00	0.00
Maximum lbs/day	6.38	38.90	48.91	0.00	1.74	1.62	0.12
Max lbs/day all phases	6.38	38.90	48.91	0.00	1.74	1.62	0.12

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
 Start Month/Year for Phase 2: Sep '05
 Phase 2 Duration: 2.2 months
 On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Rubber Tired Dozers	352	0.590	8.0

Phase 3 - Building Construction Assumptions
 Start Month/Year for Phase 3: Nov '05
 Phase 3 Duration: 17.8 months
 Start Month/Year for SubPhase Building: Nov '05
 SubPhase Building Duration: 17.8 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	8.0

SubPhase Architectural Coatings Turned OFF
 Start Month/Year for SubPhase Asphalt: Apr '07
 SubPhase Asphalt Duration: 0.9 months
 Acres to be Paved: 3.45

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Pavers	132	0.590	8.0
0	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.18	2.28	0.97	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.23	0.03	2.02	0.06	0.00
Consumer Prdcts	8.90	-	-	-	-
TOTALS(lbs/day,unmitigated)	9.31	2.31	3.00	0.06	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	17.38	19.57	202.64	0.16	15.93
TOTAL EMISSIONS (lbs/day)	17.38	19.57	202.64	0.16	15.93

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.88 trips / dwelling units	182.00	1,798.16

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

The landscape year changed from 2004 to 2005.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2005.

