

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION
1112 I Street, Suite 100
Sacramento, California 95814
(916) 874-6458

February 4, 2009

TO: Sacramento Local Agency Formation Commission

FROM: Peter Brundage, Executive Officer

RE: **Sacramento Regional County Sanitation District and Sacramento Area Sewer District (Formerly County Sanitation District No. 1) Annexation of Aspen IV Special Planning Area (05-07)**
[CEQA: Mitigated Negative Declaration]

CONTACT: Peter Brundage, Executive Officer (916) 874-5935

RECOMMENDATION

1. Certify the Negative Declaration previously Certified by the County of Sacramento as the CEQA lead agency, as adequate and complete for the project cited above and direct the Executive Officer to file the Notice of Determination with the County Clerk Recorder.
2. Approve the *Sacramento Regional County Sanitation District and Sacramento Area Sewer District (Formerly County Sanitation District No. 1) Annexation of Aspen IV Special Planning Area, and*
3. Waive the Conducting Authority proceedings, due to one-hundred percent consent of affected landowners and affected agencies.

FPPC DISCLOSURE

There are no disclosures to report.

Project Proponent/ Chief Petitioner

Teichert Land Co.
3600 American River Drive Suite 160
Sacramento, Ca. 95864
916.484.3237

Project Description

The project consists of annexing Aspen IV Special Planning Area to the Sacramento Regional County Sanitation District and the Sacramento Area Sewer District (formerly County Sanitation District No. 1). The purpose of the annexation will be to provide sanitary sewer service to proposed development located near 4780 Bradshaw Road.

Sanitary sewer service is required to meet one of the conditions of project approval for this proposed development.

Project Location

The affected territory to be annexed is north of Jackson Highway, west of Bradshaw Road and east of Mayhew Road. The project is located within the unincorporated area of Sacramento County and lies between the City of Sacramento and the City of Rancho Cordova.

Current Land Use

The project site consists of surface mining pits and aggregate washing ponds. However, the project site has recently been rezoned to low density residential, commercial and offices.

Project Zoning and Proposed Land Uses

The project site contains approximately 107 acres, 91 acres zoned for low density residential housing units and 16 acres zoned for commercial and office uses. This mining site will be reclaimed in order to permit the proposed development.

Surrounding Land Uses

To the north of the project site is urban development including residential uses and Rosemont High School. To the south and east, the land uses are generally industrial, agricultural, and scattered residential uses. The majority of the surrounding area is dedicated to surface mining. Land uses include industrial reserve, light and heavy industrial, and residential (5 units per acre).

Project Characteristics

Sphere of Influence: The entire project is within the Sphere of Influence of both SRCSD and Sacramento Area Sewer District (formerly CSD No. 1).

The Assessed Valuation for FY 2007-08: \$678,105

Registered Voters: None/Uninhabited

Property Owner Consent: 100 percent

Property Tax Exchange Agreement

No Property Tax Exchange Agreement is required for this annexation.

County of Sacramento General Plan

The project is consistent with the County of Sacramento General Plan - Aspen IV Specific Planning Area.

County of Sacramento Land Use Policy Related to Aspen IV

This project will provide housing in the Highway 50 corridor in order to augment the residential base for existing and future employment centers in nearby locations. Therefore, this development will reduce vehicle miles traveled. It will also provide a transition from industrial mining activities to urban reuse of the property. In addition, this project will promote infill development adjacent to existing services and employment centers.

Regional Housing Needs Assessment

An affordable housing plan will be submitted and processed for all of the proposed residential development with the SPA boundaries at the time the Tentative Subdivision Maps are submitted for review and approval.

Project Approval

The County of Sacramento approved this development project on December 8, 2008 and conditioned this rezone subject to annexation into Sacramento Regional County Sanitation District and Sacramento Sewer Area District formerly County Sanitation District No. 1.

LAFCo Policy, City General Plan, and Zoning Consistency:

This project is consistent with both Sacramento LAFCo Policies and Procedures and the County General Plan and the Aspen IV Special Planning Area. This project is also consistent with the SRCSD policy that sewer service will only be provided to parcels that are zoned for urban development in accordance with the terms and conditions of the Districts.

100 Percent Consent

Staff recommends that the Conducting Authority protest proceedings be waived. The affected territory is owned solely by the project proponent. The adjacent neighborhood associations, affected property owners, and landowners within a 500 foot radius of the project site, have been notified of the date, time and place of the hearing on this proposal. The affected territory is deemed to be uninhabited per the Sacramento County Registrar of Voters.

No public or agency protest has been received.

Affected Agencies:

Adequate levels of municipal services are currently being provided to this area. Based on comments from the affected agencies, they are able to serve the proposed development without negatively impacting current service levels of the surrounding area. The developer will be required to install the necessary on and off-site infrastructure to serve this project.

The following agencies provide municipal services to the affected territory:

Fire:	Sacramento Metropolitan Fire District
Water:	California American Water Company
Parks:	Cordova Recreation and Park District
Police:	Sacramento County Sheriff's Department
Solid Waste:	Sacramento County
Transportation and Street Maintenance:	Sacramento County
Building Inspection:	Sacramento County
Animal Control:	Sacramento County
Drainage:	Sacramento County

Street Lighting:	County Service Area No. 1
Library:	Sacramento Public Library
Sanitary Sewer:	Sacramento Regional County Sanitation District and Sacramento Area Sewer District
Utilities:	SMUD-Electric Pacific Gas and Electric-Gas Phone/Cable TV-various

SRCS and SASD Requirements Sacramento

County Regional Sanitation District and SASD (formerly County Sanitation District No. 1) service requirements as set forth the following terms and conditions consistent with District policies:

- The District’s Master Plans have provisions for providing sanitary sewer service to these parcels.
- The developer shall construct infrastructure to meet Sacramento Regional County Sanitation District and Sacramento Area Sewer District Improvement Standards.
- Each lot and building with a sewer source shall have a separate connection to the Sacramento Area Sewer District system.
- Private sewer service laterals will not be permitted to connect directly to the 102-inch interceptor on Mayhew Road.
- The Sacramento Area Sewer District shall require an approved sewer study prior to the approval of the Final Map or submittal of improvement plans for plan check to the District. The sewage study shall demonstrate the quantity of discharge and any flow through sewage along with appropriate pipe sizes and related appurtenances from this project and other up-stream areas and shall be done in accordance with the District’s Minimum Sewer Study requirements of April 3, 2006. the Study shall be done on a no “shed-shift” basis unless approved by the District in advance and in compliance with Sacramento County Improvement Standards.
- In order to obtain sewer service, construction of the sewer infrastructure will be required. Both on and off site sewer lines will be required as determined by the Sewer Study.
- An on-site collection system will be required for all pipes carrying waste from two or more buildings or sewage sources and shall consist of 8-inch minimum pipes in public easements.

- Sewer easements will be required, a minimum of 20 feet for installation and maintenance.
- The Sacramento Area Sewer District will provide maintenance in only public rights of way. The property owners and subsequent unit buyers shall be responsible for repair and or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives within these easements damaged by Sacramento Area Sewer District maintenance and repair operations.
- The Sacramento Area Sewer District requires their sewers to be located a minimum of 10 feet (measured horizontally from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer lines from other parallel utilities shall be a minimum of 7 feet (measured horizontally from edge of pipe to edge of pipe).
- All structures along private drives shall have a minimum 10-foot setback so that the District can properly maintain sewer services.
- Direct lateral connections to the SRCSD interceptor system shall not be allowed.
- Prior to approval of the Final Map, the applicant shall submit landscaping, utility, and improvement plans for Sacramento Regional County Sanitation District review and approval to ensure the following:
 - Any improvement or proposed use that restricts SRCSD access to its existing easement for the purpose of operating, maintaining, and repairing its facilities shall not be permitted.
 - Permanent structures, walls, and footings shall not be permitted with the existing SRCSD easement. Any proposed use that restricts SRCSD access to its existing easement shall require the review and express written consent of the District Engineer. Even if the District Engineer has approved the use, SRCSD retains the right to remove all or any of the approved use to allow SRCSD to use the easement at any time pursuant to SRCSD easement rights. SRCSD shall not be liable for any cost of removal or replacement. Following the exercise of any use by SRCSD, the cost of replacement of any approved use shall be borne solely by the property owner. Allowable uses shall be stated in the Sewer Easement Agreement.
 - Construction staging and stockpiling with the SRCSD easement shall not be permitted unless express written permission is obtained from SRCSD.
 - Landscaping uses other than the following: lawn or similar groundcover; areas planted with species whose mature growth does not exceed 5 feet in

height, and species which are not environmentally protected, shall not be permitted within the existing SRCSD easement.

- Mining shall not be permitted within the SRCSD easement.
- Any proposed utility crossing of an SRCSD interceptor shall be a maximum of 45 degrees from the line that is perpendicular to the centerline of the interceptor.
- Any proposed utility crossing of the interceptor shall have a minimum vertical clearance of 5 feet.
- Parallel utilities (water, drain, electrical, gas lines etc.) shall not be allowed within the existing SRCSD easement area, unless express written approval is obtained for the District Engineer.
- The developer shall enter into and record an agreement, approved by Sacramento Regional County Sanitation District Engineer and Counsel to require the property owners to reserve lands for acquisition by the District to install District pipelines and facilities for public health purposes and in conformance with the District Master Plan.
- Developer/property owner shall pay the appropriate sewer impact and connection fees has established by the Districts.

SRCSD and SASD Service Capacity

The project flow demand is estimated to be as follows:

Project Estimated Demand:

Estimated Units: 400 units

Average flow = 232 gal/day/unit x 400 units = 92,800 gal/day

Peak flow (winter for rainy periods is estimated to be:
= 113,448 gal/day

Project Annual Demand: 25,404,000 gal/yr to 41,408,520 gal/yr

Both Sacramento Regional County Sanitation District and Sacramento Area Sewer District (County Sanitation District No. 1) have analyzed the expected demands on the sanitary sewer system. Both Districts have determined that they have sufficient means and capacity to provide sanitary sewer service with no negative impacts to existing SRCSD and

SASD customers. (Note: there are no other sanitary sewer utilities within the area to provide service).

SRCSO Current Plant Capacity: 181 mgd
SRCSO Average Flow per day: 160 mgd
SRCSO Excess Flow Capacity: 21 mgd

In addition, SRCSO has indicated that in recent years projected flow increases have been less than original projections due to water meters, water conservation efforts and the slow down in new connections.

Based on the above information, SRCSO has sufficient treatment plant capacity to serve this project. Also, prior to incorporation this parcel was included with the County Urban Service Boundary and SRCSO's Master Plan.

Infrastructure/ Fees and Charges

Development within the affected territory will be subject to the standards, ordinances, and mitigation fees established by the Districts, reducing any potential impacts to existing ratepayers to less than significant.

LAFCO CEQA Findings

The Sacramento Local Agency Formation Commission finds that, with respect to the Aspen IV annexation to the Sacramento regional County Sanitation District and Sacramento Area Sewer District project, the Commission is a responsible agency for compliance with the California Environmental Quality Act pursuant to Section 15381 of the Guidelines for Implementation of CEQA; and that the County of Sacramento, as lead agency, certified a Mitigated Negative Declaration for the Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment Rezone, Urban Policy Area Amendment, tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing plan on October 8, 2008.

Based on the recent certification of the environmental document, review of the Mitigated Negative Declaration and field review of the area proposed for annexation by Commission staff on August 4, 2008, the Sacramento Local Agency Formation Commission finds that the project under LAFCO's consideration is the same as that assessed in the certified Mitigated Negative Declaration, and that no changes have occurred with respect to the environment of the project or its circumstances that would give rise to any of the conditions set forth in Section 15162 of the CEQA Guidelines that would require preparation of an additional supplemental environmental document. The Commission further finds that it has considered the certified Mitigated Negative Declaration in its evaluation of the Aspen IV annexation to SRCSO and SASD project and that no mitigation measures within the jurisdiction or authority of the Commission to implement were identified in the Mitigated Negative Declaration. Based on the

foregoing, the Commission hereby directs that a Notice of Determination be filed based on the Commission's action to approve the Aspen IV annexation to SRCSD and SASD.

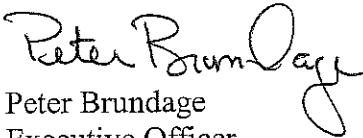
EXECUTIVE OFFICER COMMENTS AND RECOMMENDATIONS:

The proposal is consistent with the County of Sacramento General Plan, the Master Services Elements of the Sacramento Regional County Sanitation District (SRCSD), Sacramento Area Sewer District, and your Commissions Local Policies, Standards, and Procedures. Therefore, I respectfully recommend that the Commission:

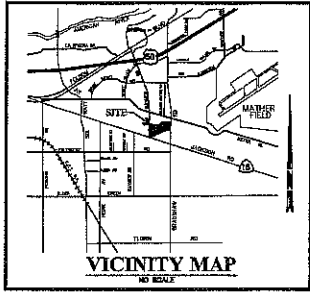
1. Consider the Findings together with the Mitigated Negative Declaration and Mitigation Monitoring Plan, previously certified by the County of Sacramento the CEQA lead agency, as adequate and complete for the project cited above and direct the Executive Officer to file the Notice of Determination with the County Recorder.
2. Approve the Aspen IV Special Planning Area Project - Annexation to Sacramento Regional County Sanitation District and Sacramento Area Sewer District (County Sanitation District – No. 1). (LAFC 05-07)
3. Authorize your Commission to waive Conducting Authority proceedings, due to one-hundred percent consent of affected landowners and affected agencies; and direct your Executive Officer to issue the Certificate of Completion and file the Notice of Determination.

Respectfully submitted,

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

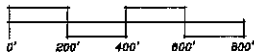
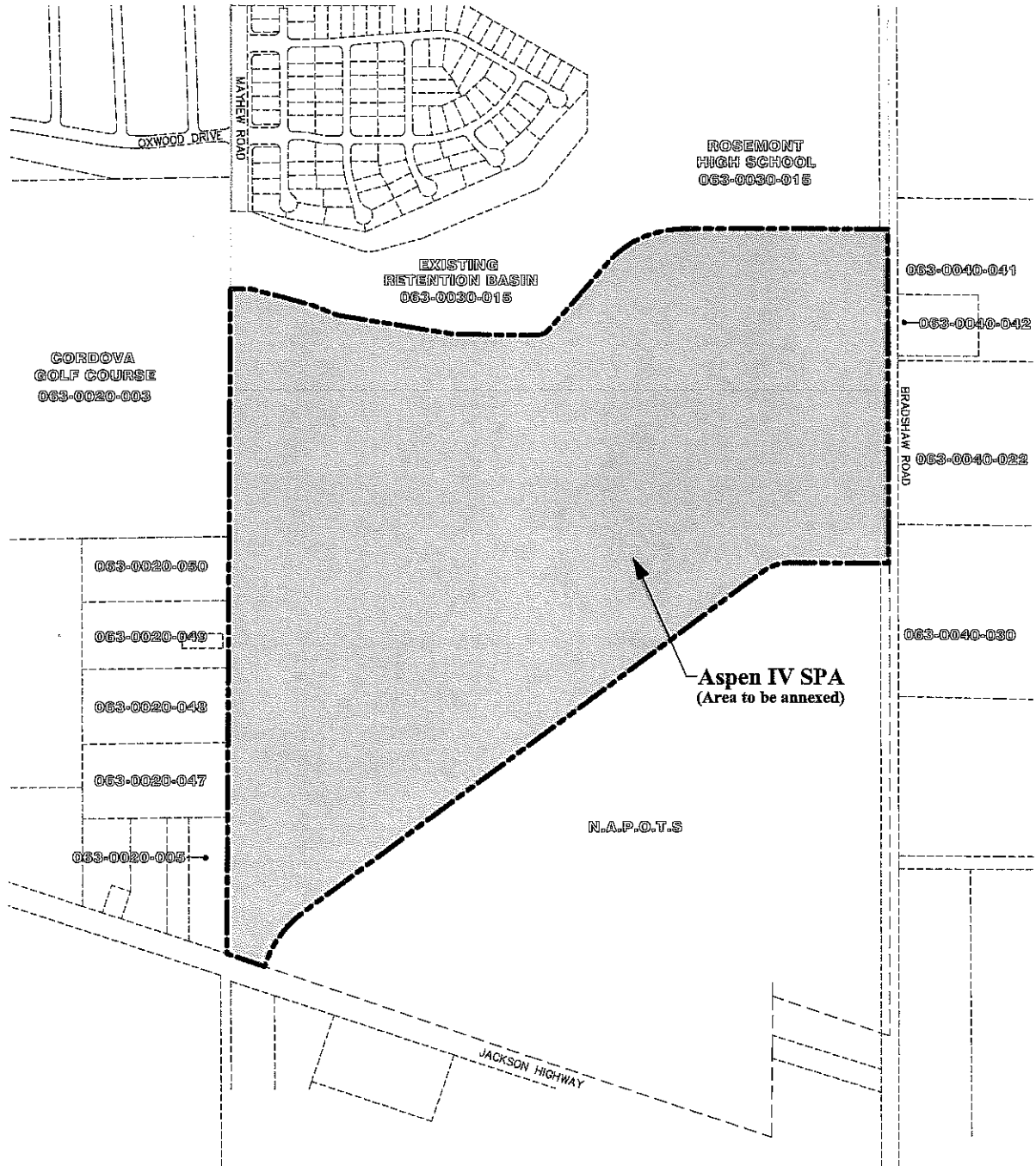

Peter Brundage
Executive Officer

PB
Attachments
(Aspen IV Annexation to SRCSD and SASD 05-07)



ANNEXATION EXHIBIT FOR ASPEN IV SPA

FEBRUARY, 2007



NOTE:
This exhibit is for illustrative purposes only and is intended to illustrate the area requiring annexation to SRCD and CSB-1.

SHEET 1 OF 1



TEICHERT



Sacramento Local
 Agency Formation Commission
 12 I Street, Suite 100
 Sacramento, CA 95814

CONTACT PERSON: Peter Brundage
 TELEPHONE: (916) 874-6458

LAFCo File 05-07

NOTICE OF DETERMINATION

SUBJECT: FILING OF NOTICE OF DETERMINATION IN COMPLIANCE WITH SECTION 21108 OR 21152 OF THE PUBLIC RESOURCES CODE

PROJECT TITLE: Annexation of Aspen IV to Sacramento Regional County Sanitation District and Sacramento Area Sewer District
CONTROL NUMBER(S):
STATE CLEARINGHOUSE NUMBER (IF SUBMITTED):
PROJECT LOCATION: West of Bradshaw, north of Jackson Highway Sacramento County
ASSESSOR'S PARCEL NUMBER(S): 063-0030-008, 009, 010, 016, and 017
DESCRIPTION OF PROJECT: Annexation of Aspen IV to Sacramento Regional County Sanitation District and Sacramento Area Sewer District (05-07)

This is to advise that the Sacramento LAFCo as (Lead Agency Responsible Agency) has approved the above described project on February 4, 2008 and has made the following determinations concerning the above described project:

1. The project [will will not] have a significant effect on the environment.
 2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
 3. Mitigation measures [were were not] made a condition of the approval of the project.
 4. A mitigation monitoring and reporting program [was was not] adopted.
 5. A statement of Overriding Considerations [was was not] adopted for this project.
 6. Findings [were were not] made pursuant to the provisions of CEQA.
 7. California State Department of Fish and Game Fees (AB 3158)
 - a. [] The project has been found to be de minimis thus not subject to the provisions of AB 3158.
 - b. [] The project is not de minimis and is, therefore, subject to the following fees:
 - [] \$1,876.75 for review of a Negative Declaration
 - [] \$2,606.75 for review of an Environmental Impact Report
 - [] \$ 24 for County EIR Administration Fee
- () That, acting as a Responsible Agency, the Environmental Documentation as prepared by the Lead Agency has been considered in this action.

This is to certify that the environmental document and record of project approval is available to the General Public at: 1112 I Street, Suite #100, Sacramento, CA 95814.

ENVIRONMENTAL COORDINATOR OF
 SACRAMENTO LOCAL AGENCY FORMATION
 COMMISSION
 STATE OF CALIFORNIA

Copy To: State of California
 1400 Tenth Street, Room 121
 Sacramento, CA 95814

BY: _____
 Environmental Coordinator

County of Sacramento
 600 8th Street, Room 101
 Sacramento, CA 95814

**RESOLUTION NO. LAFC 2009-01-0204-(05-07)
THE SACRAMENTO LOCAL AGENCY FORMATION COMMISSION**

**MAKING DETERMINATIONS AND APPROVING
SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT
AND SACRAMENTO AREA SEWER DISTRICT (FORMERLY COUNTY
SANITATION DISTRICT NO. 1)
ANNEXATION OF ASPEN IV SPECIAL PLANNING AREA**

**[Annexation to Sacramento Regional County Sanitation District and
Sacramento Area Sewer District formerly County Sanitation District No. 1] (05-07)
(Mitigated Negative Declaration)
Wavier of Conducting Authority Hearing**

WHEREAS, pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Teichert Land Company, landowners, have submitted a complete application for the Annexation of an approximately 107 +/- acres to the Sacramento Regional County Sanitation District and Sacramento Area Sewer District formerly County Sanitation District No. 1, more particularly described in Exhibit B, attached hereto and made a part hereof; and

WHEREAS, the Executive Officer of the Sacramento Local Agency Formation Commission has named the proposal SACRAMENTO REGIONAL COUNTY SANITATION DISTRICT AND SACRAMENTO AREA SEWER DISTRICT (FORMERLY COUNTY SANITATION DISTRICT NO. 1) ANNEXATION OF APSEN IV SPECIAL PLANNING AREA (05-07), an annexation defined in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000; and

WHEREAS, the affected territory is uninhabited; and

WHEREAS, 100 percent of the owners of land within the affected territory have consented by signature to the proposed annexation; and

WHEREAS, the owners and affected public agencies have consented to the proposed annexation; and

WHEREAS, the Sacramento Local Agency Formation Commission has considered the project and determined the project is consistent with the requirements of a California Environmental Quality Act, and has deemed the Mitigated Negative Declaration ratified by the County of Sacramento, as lead agency, as adequate and complete for this project set forth in Exhibit A.

The Sacramento Local Agency Formation Commission finds that, with respect to the Aspen IV annexation to the Sacramento Regional County Sanitation District and Sacramento Area Sewer District project, the Commission is a responsible agency for compliance with the California Environmental Quality Act pursuant to Section 15381 of the Guidelines for Implementation of CEQA; and that the County of Sacramento, as lead agency, certified a Mitigated Negative

Declaration for the Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment Rezone, Urban Policy Area Amendment, tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing plan on October 8, 2008.

Based on the recent certification of the environmental document, review of the Mitigated Negative Declaration and field review of the area proposed for annexation by Commission staff on August 4, 2008, the Sacramento Local Agency Formation Commission finds that the project under LAFCo's consideration is the same as that assessed in the certified Mitigated Negative Declaration, and that no changes have occurred with respect to the environment of the project or its circumstances that would give rise to any of the conditions set forth in Section 15162 of the CEQA Guidelines that would require preparation of an additional supplemental environmental document. The Commission further finds that it has considered the certified Mitigated Negative Declaration in its evaluation of the Aspen IV annexation to SRCSD and SASD project and that no mitigation measures within the jurisdiction or authority of the Commission to implement were identified in the Mitigated Negative Declaration. Based on the foregoing, the Commission hereby directs that a Notice of Determination be filed based on the Commission's action to approve the Aspen IV annexation to SRCSD and SASD.

WHEREAS, the Sacramento Local Agency Formation Commission is the entity responsible to act as the Conducting Authority for a change of organization or annexation, pursuant to Government Code Section 56029; and

WHEREAS, pursuant to Section 56663 (d) the Commission may waive protest proceedings if written notice of Commission proceedings is provided to all affected landowners and affected agencies within the affected territory and no opposition from affected landowners or affected agencies within the affected territory is received prior to or during the Commission meeting;

WHEREAS public notice has been provided in accordance with state law;

NOW, THEREFORE, the SACRAMENTO LOCAL AGENCY FORMATION COMMISSION does hereby adopt this resolution and does hereby find, determine, resolve and order as follows:

1. That pursuant to CEQA Guidelines Section 15050 et seq., the Addendum to the Mitigated Negative Declaration prepared by the City of Elk Grove is adequate and complete for the project and consistent with California Environmental Quality Act Guidelines.
2. The proposed annexation is consistent with the Master Services Element and within the Sphere of Influence of Sacramento Regional County Sanitation District and Sacramento Area Sewer District formerly County Sanitation District No. 1.
3. Sacramento Regional County Sanitation District and Sacramento Area Sewer District formerly County Sanitation District No. 1 are the service providers to the territory and annexation to each the District will implement a condition of project approval imposed by the County of Sacramento.

4. The property owners shall comply with all of the terms, conditions and standards required by Sacramento Regional County Sanitation District and Sacramento Area Sewer District formerly County Sanitation District No. 1 to obtain sanitary sewer service.
5. The affected territory is described and set forth in Exhibit B.
6. The Sacramento Regional County Sanitation District and Sacramento Area Sewer District (Formerly County Sanitation District No. 1) Annexation of Aspen IV Special Planning Area 05-07 is hereby approved.
7. The **SACRAMENTO LOCAL AGENCY FORMATION COMMISSION** waives conducting authority proceedings entirely, pursuant to Government Code Section 56663, based on the following finding:

The proposed annexation is uninhabited; all of the owners of land within the territory proposed for Annexation have given their written consent to the Annexation, satisfactory proof of which has been provided to the Commission. The affected public agencies have agreed to the proposed annexation.

The Executive Officer is directed to issue a Certificate of Completion after the thirty day period allowing a Request for Reconsideration, and to take all other actions necessary to effectuate this resolution.

8. The Executive Officer is directed to file the Notice of Determination with the County Clerk Recorder.

ON A MOTION made by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution No. LAFCo 1352 was adopted by the **SACRAMENTO LOCAL AGENCY FORMATION COMMISSION**, on this _____ 4th day of February 2009, by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

By:

Rob Fong, Vice Chair
SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

ATTEST:

Diane Thorpe
Commission Clerk

EXHIBIT "A"

Mitigated Negative Declaration

MITIGATED NEGATIVE DECLARATION

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Administrative Code and pursuant to the Procedures for Preparation and Processing of Environmental Impact Reports adopted by the County of Sacramento pursuant to Sacramento County Ordinance No. SCC-116, the Environmental Coordinator of Sacramento County, State of California, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Mitigated Negative Declaration re: The Project described as follows:

1. **Control Number:** 06-GPB-CZB-SDP-ZOB-AHS-0396
2. **Title and Short Description of Project:** **ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN**

General Plan Amendment for a 106.7± acre parcel of the 182.3± acre project site to be amended from Urban Reserve w/ Aggregate Resource overlay to Low Density Residential (90.7± acres), and Commercial & Offices (16.0± acres).

General Plan Amendment to adjust the Urban Policy Area (UPA) line to include the 106.7± acre parcel of the 182.3+ acre project site per LU-75.

Zoning Ordinance Amendment to adopt a 106.7± acre parcel of the 182.3± acre project site as a Special Planning Area (SPA) to govern property by establishing various permitted commercial and residential uses, site-specific development standards, and entitlement processes.

Community Plan Amendment of a 106.7± acre parcel of the 182.3± acre project site from Industrial Reserve with Surface Mining overlay zoning to Special Planning Area (SPA) zoning.

Rezone of a 106.7± acre parcel of the 182.3± acre project site from Industrial Reserve [IR(SM)] with Surface Mining overlay zoning to Special Planning Area (SPA) zoning.

Tentative Subdivision Map for five (5) parcels totaling 182.3± acres.

Affordable Housing Plan with construction of the standard affordable housing component on the project site.

Note: If this project is approved, then the 106.7 acre parcel which is requested to be included in the UPA will require annexation into the service area of the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) (formerly known as County Sanitation District 1 or CSD-1). This will require a separate discretionary action by the Sacramento Local Agency Formation Commission (LAFCo) to process and approve the annexation. To this extent, LAFCo, which intends to use this document in considering any annexation request related to the approval of the above requested entitlements, is considered a responsible agency under CEQA.
3. **Assessor's Parcel Number:** 063-0030-008, 009, 010, 016, and 017

4. **Location of Project:** The project site is located at 4780 Bradshaw Road, on the northwest corner of Bradshaw and Jackson Roads, in the community of Cordova.
5. **Project Applicant:** Stonebridge Properties, LLC
6. Said project will not have a significant effect on the environment for the following reasons:
 - a) It will not 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) It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
 - c) It will not have impacts, which are individually limited, but cumulatively considerable.
 - d) It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
8. The attached Initial Study has been performed by the Sacramento County Department of Environmental Review and Assessment in support of this Negative Declaration. Further information may be obtained by contacting the Department of Environmental Review and Assessment at 827 Seventh Street, Room 220, Sacramento, California, 95814, or phone (916) 874-7914.

Joyce Horizumi
ENVIRONMENTAL COORDINATOR OF
SACRAMENTO COUNTY, STATE OF CALIFORNIA

COUNTY OF SACRAMENTO
DEPARTMENT OF ENVIRONMENTAL REVIEW AND ASSESSMENT
REVISED INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: 06-GPB-CZB-SDP-ZOB-AHS-0396

NAME: ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN

LOCATION: The project site is located at 4780 Bradshaw Road, on the northwest corner of Bradshaw and Jackson Roads, in the community of Cordova.

ASSESSOR'S PARCEL NUMBER: 063-0030-008, 009, 010, 016, and 017

OWNER:

Teichert Land Co.

APPLICANT:

Stonebridge Properties, LLC

PROJECT DESCRIPTION

1. **General Plan Amendment** for a 106.7± acre parcel of the 182.3± acre project site to be amended from Urban Reserve w/ Aggregate Resource overlay to Low Density Residential (90.7± acres), and Commercial & Offices (16.0± acres).
2. **General Plan Amendment** to adjust the Urban Policy Area (UPA) line to include the 106.7± acre parcel of the 182.3+ acre project site per LU-75.
3. **Zoning Ordinance Amendment** to adopt a 106.7± acre parcel of the 182.3± acre project site as a Special Planning Area (SPA) to govern property by establishing various permitted commercial and residential uses, site-specific development standards, and entitlement processes.

ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN

4. **Community Plan Amendment** of a 106.7± acre parcel of the 182.3± acre project site from Industrial Reserve with Surface Mining overlay zoning to Special Planning Area (SPA) zoning.
5. **Rezone** of a 106.7± acre parcel of the 182.3± acre project site from Industrial Reserve [IR(SM)] with Surface Mining overlay zoning to Special Planning Area (SPA) zoning.
6. **Tentative Subdivision Map** for five (5) parcels totaling 182.3± acres.
7. **Affordable Housing Plan** with construction of the standard affordable housing component on the project site.

Note: If this project is approved, then the 106.7 acre parcel which is requested to be included in the UPA will require annexation into the service area of the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) (formerly known as County Sanitation District 1 or CSD-1). This will require a separate discretionary action by the Sacramento Local Agency Formation Commission (LAFCo) to process and approve the annexation. To this extent, LAFCo, which intends to use this document in considering any annexation request related to the approval of the above requested entitlements, is considered a responsible agency under CEQA.

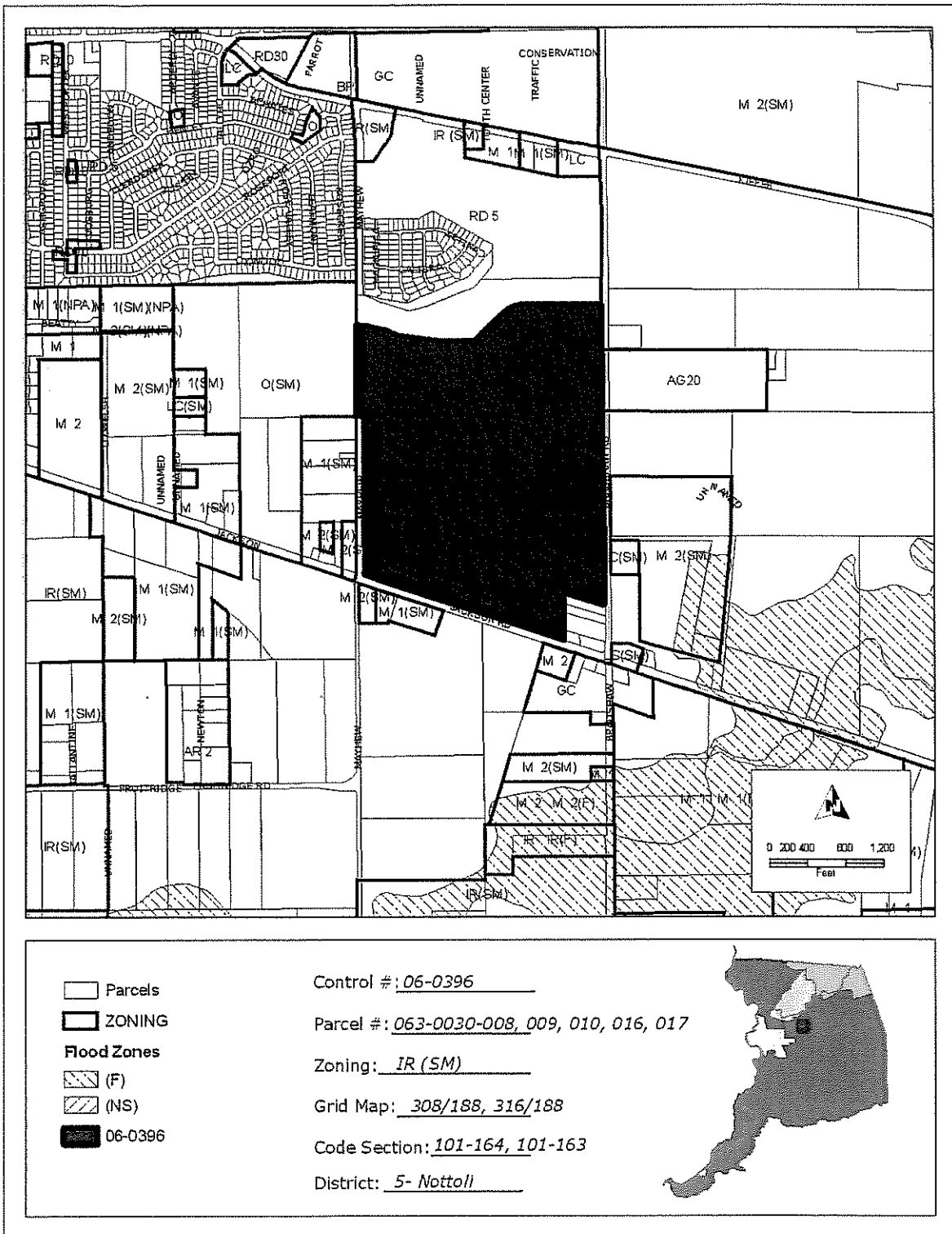
ENVIRONMENTAL SETTING

The project site is located north of Jackson Road, west of Bradshaw Road and east of Mayhew Drive. To the north of the project site is urban development including residential uses and Rosemont High School. West of the project site is the Cordova Golf Course. To the south and east, the area supports industrial, agricultural, and scattered residential uses. The majority of this area is dedicated to surface mining. Surrounding zoning includes O(SM) and RD-5 to the west, RD-5 to the north, IR(SM) and AG-20 to the east, and IR(SM) to the south (See Plate IS-1). There are also several properties zoned M-1 or M-2, scattered around the vicinity of the project site. The project site is zoned Industrial Reserve with a Surface Mining overlay (IR(SM)), and is used as a pre-washing facility for Teichert's aggregate mining operations.

The proposed project site is primarily covered with surface mining pits, and aggregate washing ponds. These pits and ponds are separated by raised berms. Regular activity occurs within the ponds; as a result there is little aquatic vegetation present on the project site. Relatively little vegetation exists on any part of the project site (Plate IS-2). What vegetation does exist is limited to the raised areas, where pre-washing activities have not occurred for several months, and around the perimeter of the project site. Screen trees are planted along the frontage of Bradshaw Road, Mayhew Road, and Jackson Highway, most of these trees are non native ornamentals but some native oak trees are present.

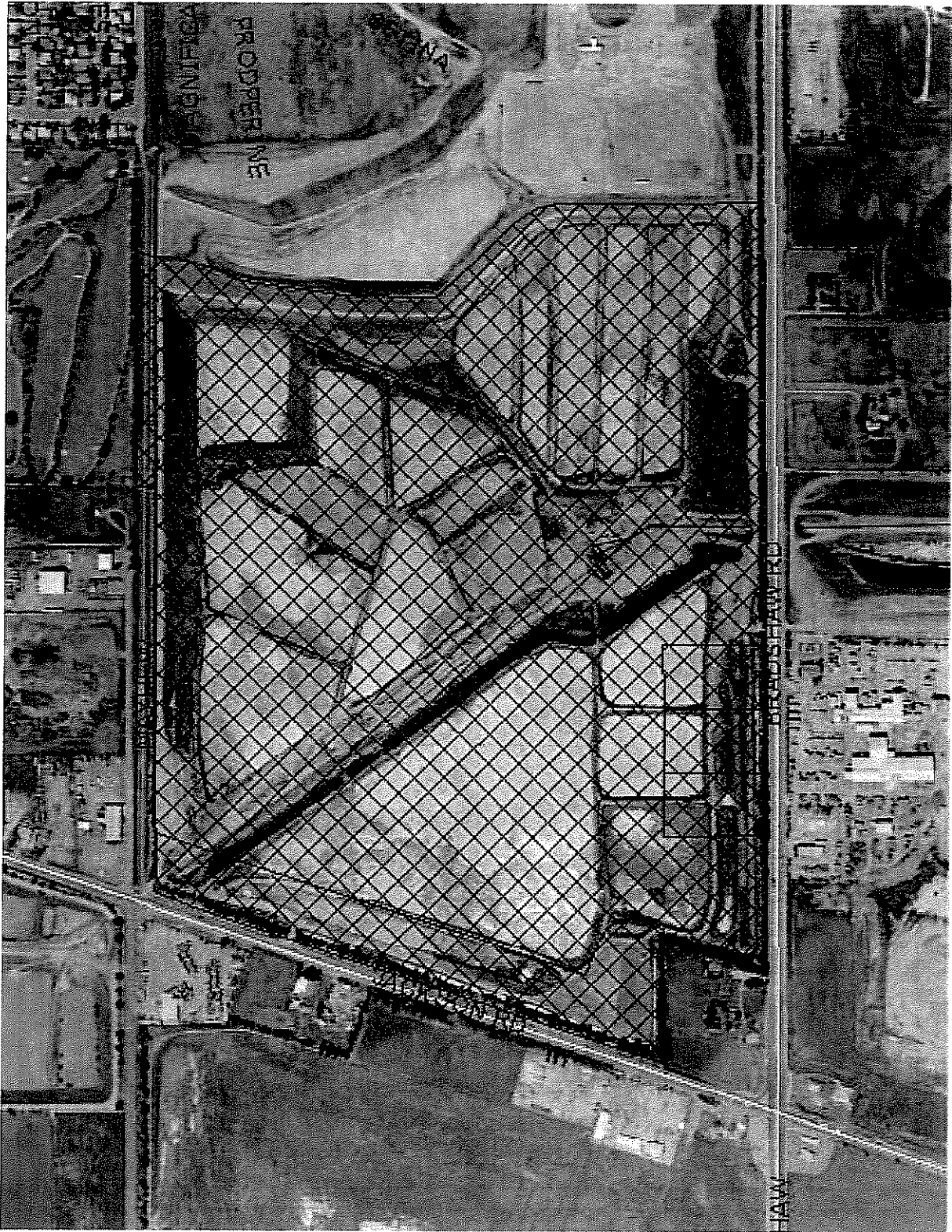
ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN

Plate IS-1 Location and Zoning Map



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Plate IS-2 Aerial of Project Site



ENVIRONMENTAL EFFECTS

See the Initial Study Checklist attached to this report and the following discussion.

BACKGROUND

The project is located within an area known as the Aspen IV site. The site has been the subject of three prior entitlement requests associated with surface mining for aggregate resources on the site. An Environmental Impact Report (EIR) and a Supplemental EIR were written for the proposed mining project in 1980 and 1987, respectively (County Control Numbers 80-UP-0772 & 87-UP-0232). An Initial Study was prepared for a renewal of the mining use permit in 1991, which concluded the prior EIR was adequate to address the impacts of the project (91-UPB-0592). No mitigation or conditions of approval from the 1980, 1987, or 1991 projects carry over to the current project. The prior mitigation and the conditions of approval were linked to the use permit entitlement for the surface mining. This site will be reclaimed, including the addition of fill to raise floor elevation of the mining pit. This project addresses impacts that will occur from the reclaimed state of the project site.

An Initial Study and Negative Declaration was prepared for the Rosemont High School. The lead agency, Sacramento Unified School District, contracted with Gail Ervin Consulting and Environmental Science Associates to prepare the report. School impacts were found to be less than significant with mitigation. A Negative Declaration/Initial Study (*Aspen IV Planned Development General Plan Amendment, Community Plan Amendment, Rezone, Tentative Subdivision Map and Special Development Permit, 02-GPB-CZB- SDP-SPP-EXR-ABE-0593*) was released by this department on 08/23/2003 for the development of a residential subdivision and commercial developments on a portion of the Aspen IV site north of the current project boundaries. That project was approved on 03/10/2004 and has been fully built out.

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the subject project and released on March 13, 2008. Subsequent to the release, the Department of Environmental Review and Assessment was contacted by Sacramento Local Agency Formation Commissions (LAFCo) staff (D. Lockhart) who requested that the document be revised to address the potential actions LAFCo would have to take in annexing the project into the service district of the Sacramento Area Sewer District (formerly CSD-1) and the Sacramento Regional County Sanitation District. Additional information has been added to this document to explain the possible LAFCo actions and address potential environmental impacts. No new impacts have been identified.

Additionally, the California Department of Transportation (Caltrans) provided written comment on the original IS/MND. This Revised IS/MND contains, as appendix L, written responses to the Caltrans comments.

LAND USE

The project site is proposed to be split, per a Tentative Subdivision Map, into 5 parcels (Plate IS-3). Proposed parcels 1-4 are the subject of the entitlements listed above, and discussed in further detail below, and will make up the Aspen IV SPA. Proposed parcel 5, will keep its current zoning and land use designations, and will continue to be utilized as part of the ongoing surface mining operations in the area. Parcel 1 will be 94.1 acres and will be designated for residential and open space uses under the proposed entitlements. Parcel 2 (5.1 acres), Parcel 3 (4.1 acres), and Parcel 4 (6.0 acres) will be designated for commercial uses.

The proposed project also includes a zoning ordinance amendment to create the Aspen IV Special Planning Area, a rezone and community plan amendment of 109 acres (Proposed Parcels 1-4) of Industrial Reserve with Surface Mining overlay zone to the SPA zone (Plate IS-4).

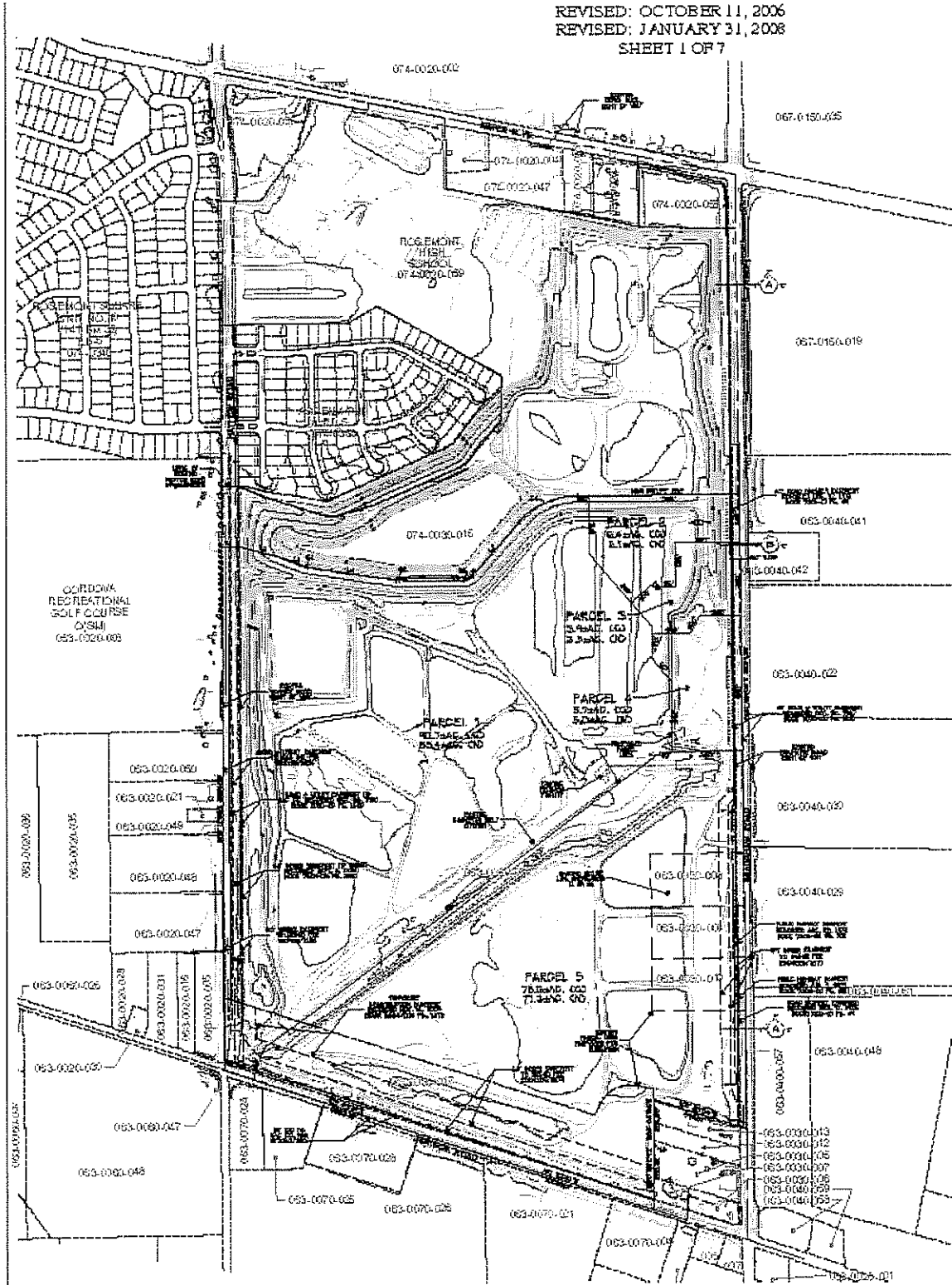
The draft ordinance that creates the Aspen IV SPA is included as Appendix 'A' of this Initial Study. The SPA zoning will allow for development of the project site with urban land uses. The current zoning and Community Plan designation for the project site is Industrial Reserve with Surface Mining overlay. Proposed Parcel 5 (74.9 acres) will continue to be used for mining activities.

Surface mining is a temporary activity. As the aggregate resources are exhausted, or as the pits become so deep as to be inefficient and uneconomical to operate, the mining ceases and the pits are reclaimed to the use approved in the mining reclamation plan. A return to agriculture is the most common planned reclaimed use for mining pits in the project area; however, urban development requests are becoming more common. The Reclamation Plan submitted with the 1980 mining entitlement request called for the phased replacement of the overburden (soil) as the mining ended in various portions of the pit. This was to restore the land to a condition suitable for agriculture. No portion of the site has yet been restored to agricultural uses. As urbanization approaches reclaimed surface mine sites, a change of use from agriculture to urban use is likely to occur. In fact, several exhausted mining pits in Sacramento County have been put to uses other than agriculture. Industrial uses exist in a number of pits near the project site, Granite Regional Park is located in one, and The Villages of Zinfandel (Stone Creek) is located in a mining pit in Rancho Cordova. The proposed changes in land use designation for mining pits in urban areas could be considered the expected result of increased population and urbanization in Sacramento County.

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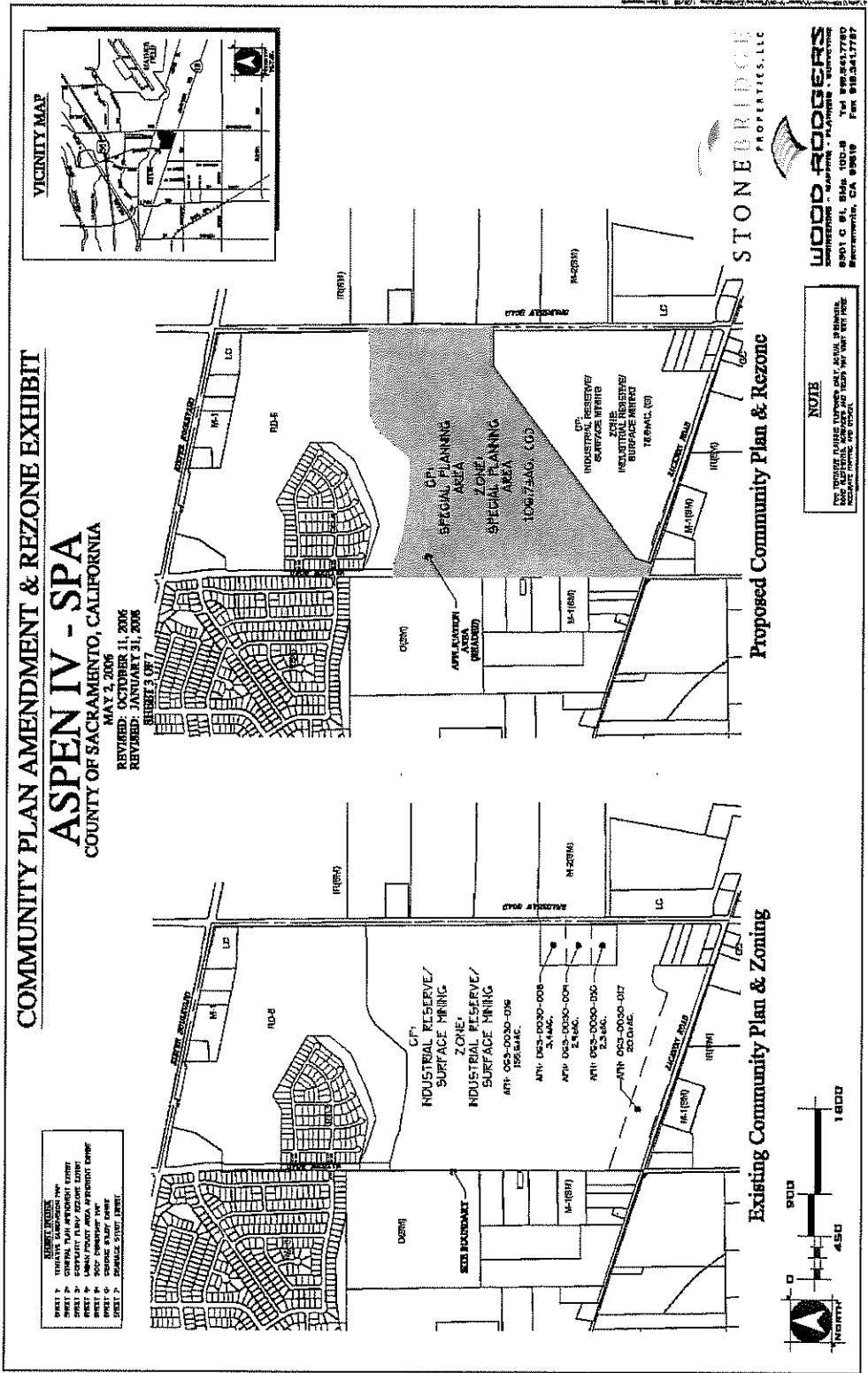
Plate IS-3 Tentative Subdivision Map

REVISED: OCTOBER 11, 2006
REVISED: JANUARY 31, 2008
SHEET 1 OF 7



ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN

Plate IS-4 Community Plan Amendment and Rezone



ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN

The intent section of the proposed Aspen IV SPA discussed in §5XX-200 states the following:

It is the intent of the Board of Supervisors in adopting this Special Planning Area ordinance to recognize the uniqueness of the Aspen IV SPA for its proximity to the existing Rosemont community, its alignment along two important thoroughfares in Sacramento County, and the significant infill and reuse opportunity it possesses which would not otherwise be available with conventional zoning. The identified land use districts are designed to take advantage of the unique location and topography of the Plan Area, and are designed to create attractive places in which to live, work and shop.

The SPA designates 49 acres of proposed parcel 1 as Mixed Residential and the remaining 41 acres of proposed parcel 1 as Open Space. Proposed parcels 2, 3, and 4 (16 acres in total) are designated as Commercial/Office; all development within the SPA must be consistent with Figure 2 of the SPA (Plate IS-5).

The Mixed Residential portion of the SPA is proposed to allow a mix of both detached and attached residential units at densities ranging from 5 units per acre to 20 units per acre as described in 5XX-206 (A). The SPA states:

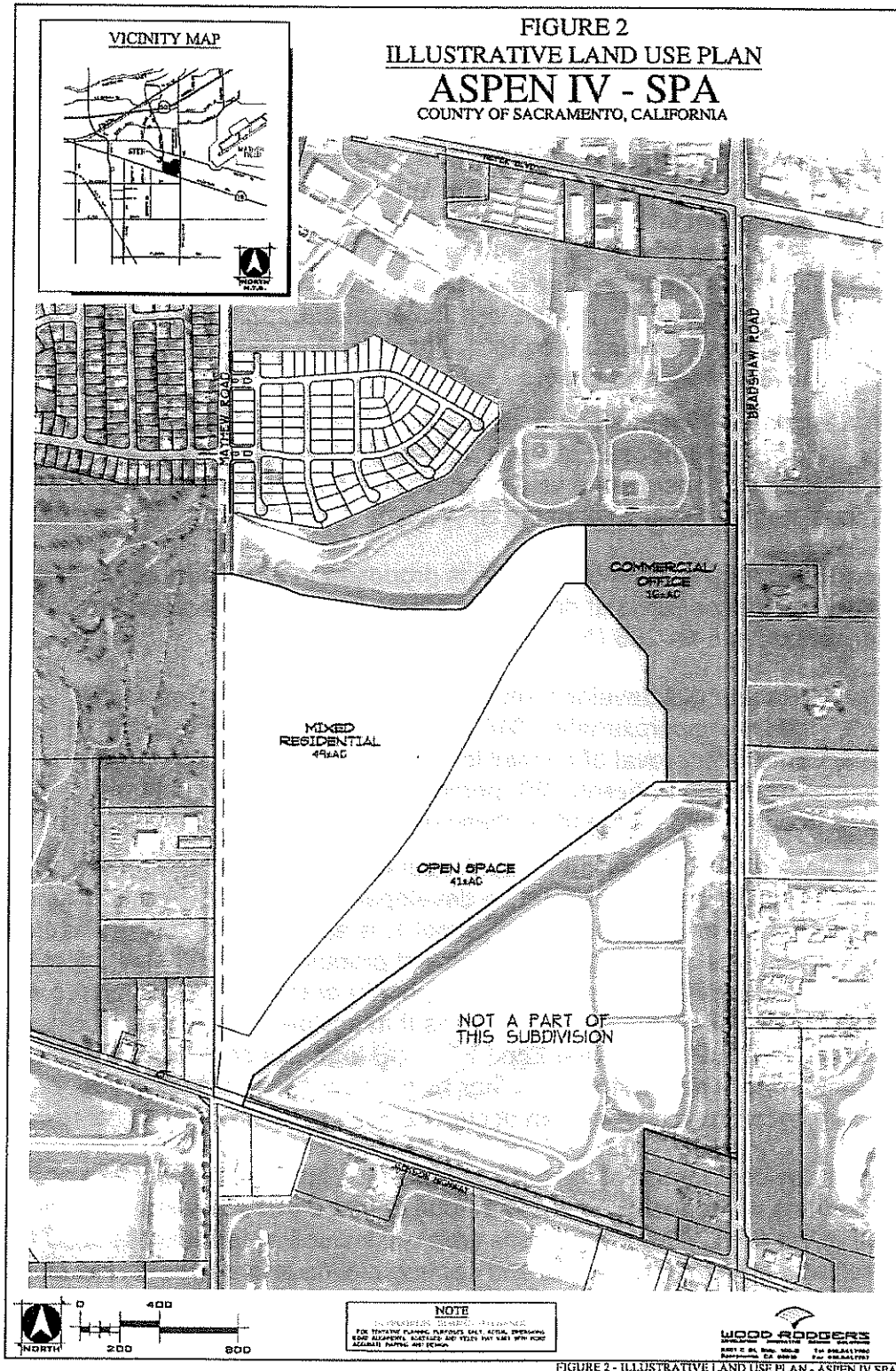
“Residential development should meet the overall target unit count of approximately 340 units. Actual unit counts at the time of approval of a small lot tentative subdivision map may vary by up to twenty (20) percent above or below the target count without amending these guidelines.”

A total 408 units could be built in the residential area without a further request for rezone. Individual home sites will not be developed within the SPA until a small lot tentative subdivision map, for proposed parcel 1, is approved. Subsequent maps will be submitted as separate projects from this current proposal, and will be subject to their own environmental review. The commercial portion of the SPA as proposed will consist of three lots which will be designated for uses that are permitted in the Business and Professional Office (BP) Land Use Zone. The BP land use zone typically provides for business and professional office and other compatible uses. Development of permitted uses within this commercial area can occur without further environmental review.

The open space component of the SPA is located within the southeastern and north western portions of proposed parcel 1. A total of 41± acres are designated as open space within the SPA. This open space area will include a detention basin, which will collect drainage from the residential and commercial developments on the project site. The detention basin and associated grading activities will take place as a part of this project.

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Plate IS-5 Figure 2 of SPA



ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE AMENDMENT, AND AFFORDABLE HOUSING PLAN

The commercial component of the SPA is located along the frontage of Bradshaw Road on proposed parcels 2, 3 and 4. 15.2 acres of land will be designated as the Office/Commercial District. Permitted land uses in this district will be the same as those permitted in the Business and Professional Office (BP) Land Use Zone.

The project site is adjacent to urban development on the north and west. Plate IS-6 indicates the project's location in relation to the UPA and illustrates the proposed expansion of the UPA. The project site occupies part of a cutout or pocket where the UPA wraps around the project site and other parcels. Much of this area is, or has been, actively mined; most of it is designated as an aggregate resources area. This may account for the UPA wrapping around, but not including the project vicinity. Expansion of the UPA could lead to impacts to public utilities and municipal services; this will be discussed in the Public Services section below. Moving the UPA boundary opens the project area to be served by municipal service providers (e.g., sewer, water, and park districts) and for some providers requires the processing and approval of an annexation request through the Sacramento Local Agency Formation Commission (LAFCo) in order to include the new areas in the service provider's district. This is considered a discretionary act for which LAFCo is a responsible agency under CEQA.

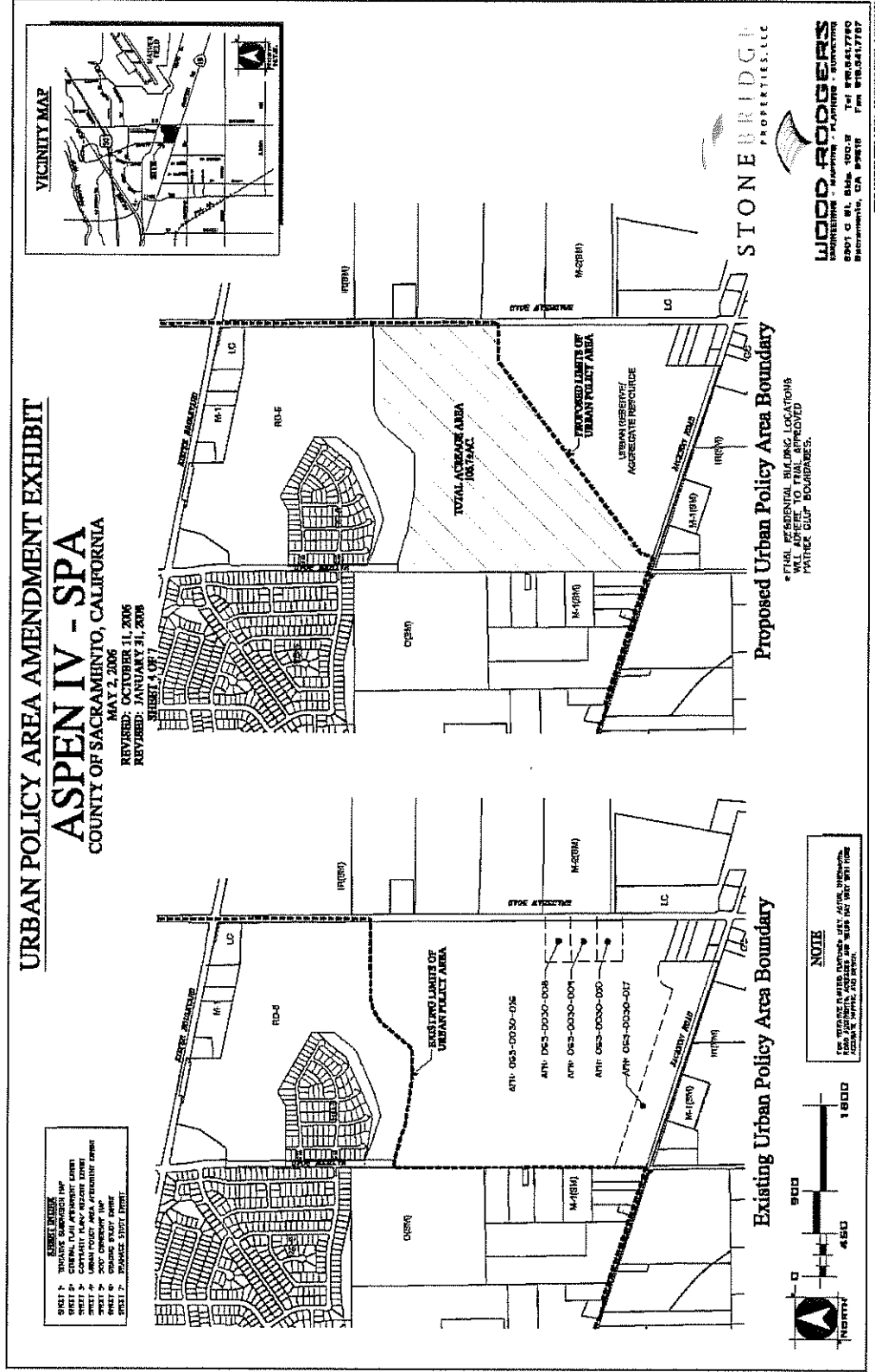
The project requests a General Plan amendment from Agriculture-Urban Reserve (with aggregate resource overlay) to Low Density Residential and Commercial & Offices. The General Plan provides the following explanation of the Agriculture-Urban Reserve Designation:

Agricultural-Urban Reserve: The Agricultural-Urban Reserve designation identifies areas for urban expansion after the 20-year planning period. One large area given this designation is reserved for aggregate resource mining. These areas will be evaluated for their development potential when the level of growth in the planned urban areas justifies their need, mining is completed, and the area is restored. Because most of this land is intended for mining it will receive no additional urban services (e.g., water and sewer systems) above the level existing when the land was first designated. Further, land divisions incompatible with orderly and well-planned future urban development are not permitted.

While the project increases the area dedicated to urban uses in the near term, the project does not propose leapfrog development, or massive expansion of the urban area. The project is adjacent to urban uses on two sides. The project will allow for expansion of urban development in relatively close proximity to the urban core (Downtown Sacramento) and the US-50 commercial and business corridor. The project does not appear inconsistent with the intent of the Agricultural-Urban Reserve designation and given that the project is adjacent to urban development, and it is small in comparison to the overall urbanized area, the requested General Plan amendment and extension of the UPA to include the site would not be expected to trigger significant land use impacts.

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Plate IS-6



AFFORDABLE HOUSING PLAN

As noted in the project description, the project contains an Affordable Housing Plan (AHP) prepared pursuant to the County's Affordable Housing Ordinance, Chapter 22.35 of Title 22 of the County Code. Pursuant to that code, the developer prepared and submitted an affordable housing plan on October 18, 2006. The plan proposed the construction of the standard affordable housing component, which provides for low-, very-low and extremely-low income households. However, because this project consists of a Special Planning area amendment of the Zoning Code and does not specifically propose housing types, street layouts or community designs, the Planning Department and Sacramento Housing and Redevelopment Agency (SHRA) concluded that it would be difficult to evaluate the AHP until such time as proposals for a small lot residential or multi-family residential projects were made which would likely occur some time after approval of the SPA. Therefore, it was agreed that the original project AHP would be voided, and new language would be added to the SPA ordinance which would require the developer to submit an AHP along with any small lot tentative map or multi-family proposal. The codification of the requirement of an AHP into the SPA will assure that the project provides the necessary affordable housing component as required by the Affordable Housing Ordinance. Written correspondence from both SHRA and the Planning Department documenting the above agreement and conclusions has been provided in Appendix K.

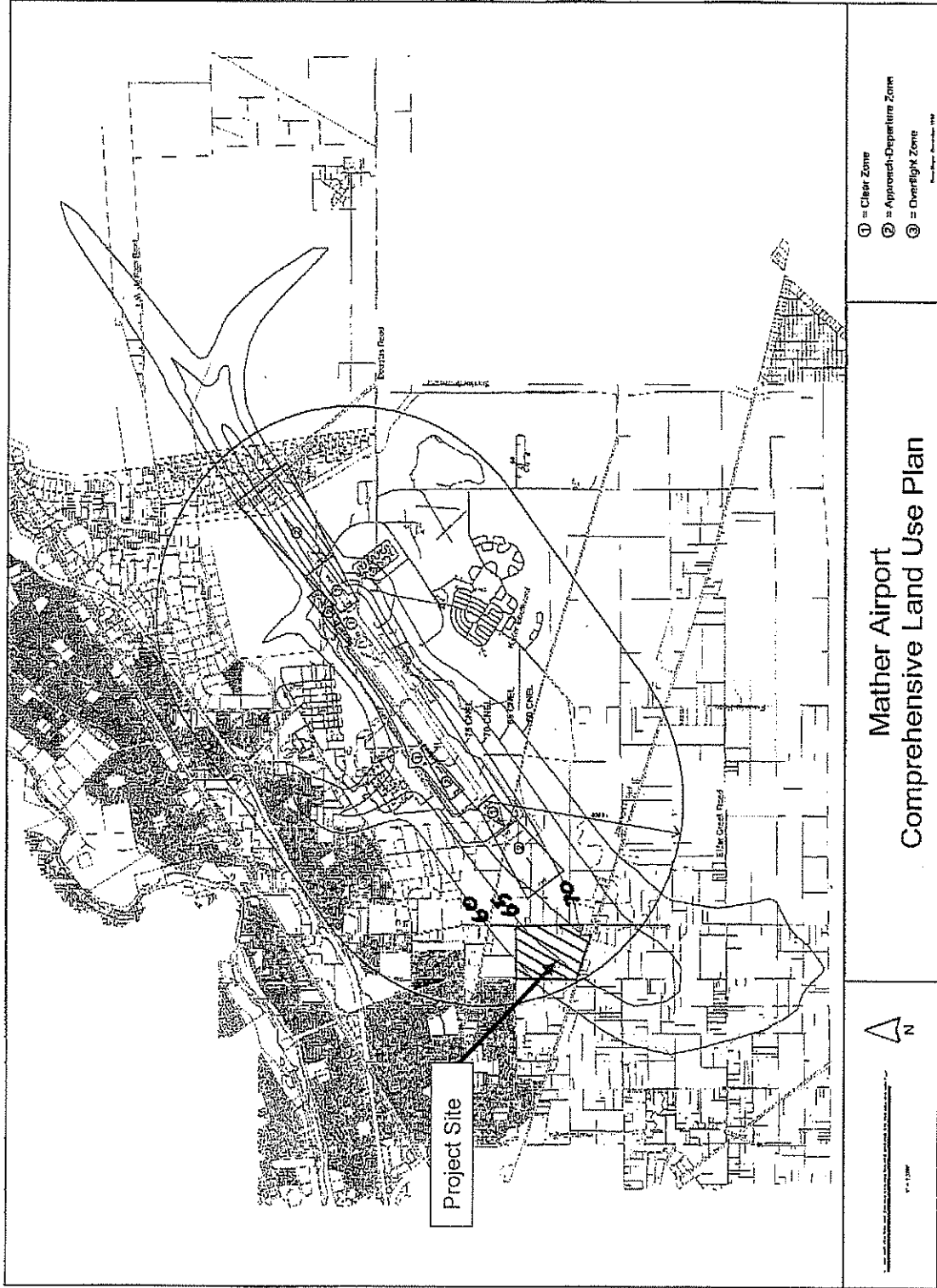
MATHER AIRPORT COMPATIBILITY

NOISE ZONES

MATHER AIRPORT COMPREHENSIVE LAND USE PLAN

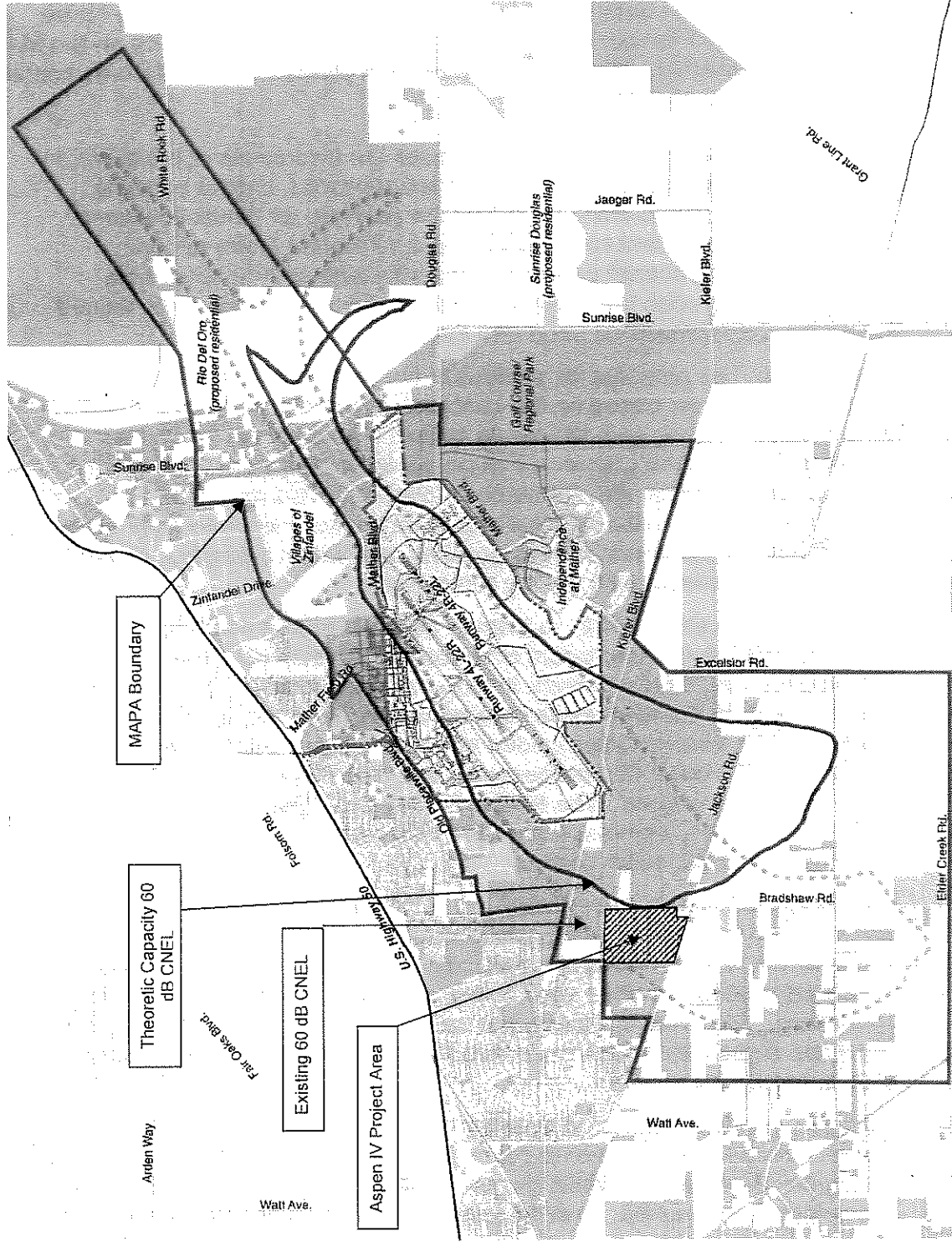
The adopted Comprehensive Land Use Plan for Mather Airport (CLUP) sets standards for land use compatibilities within various airport noise contours. The standards of the CLUP are incorporated into the Noise Element of the Sacramento County General Plan. As shown by Plate IS-7, the project site occurs across several of the Mather airport noise contours. The proposed commercial areas associated with the project are located between the 65 and 70 dB CNEL contours and the residential portions of the site occur between the 60 and 65 dB CLEL contours. Airport Land Use Commission staff (Chew) reviewed the project and submitted a comment letter which concluded that, "The map with proposed associated land uses provided in that information are considered compatible with the Comprehensive Land Use Plan (CLUP) for Mather Field". Aircraft noise is further discussed in the Noise section later in this document.

Plate IS-7 Mather CLUP Airport Noise and Safety Zones



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Plate IS-8 MAPA Area and Estimated Noise Exposures



OTHER AIRPORT POLICY – THE MATHER AIRPORT POLICY AREA

While the project has been determined to be consistent with the CLUP, the Noise Element of the General Plan contains other airport policy, including policy on the Mather Airport Policy Area (MAPA). The purpose, intent and policies of the MAPA as contained in the General Plan are as follows:

Purpose: This policy is intended to increase the awareness of residents, in any future residential communities that are approved, of their possible exposure to aircraft operations; to limit the potential for conflict between the airport and adjacent communities; and, to protect future airport development and aircraft operations flexibility beyond that obtainable solely by relying upon the noise and safety land use guidelines contained within the Comprehensive Land Use Plan.

Justification: The potential for successful public reuse of Mather Field properties is largely based on the successful operation of Mather Airport as a major economic and commerce center. The desire is for Mather Airport to become the premier air cargo center for Northern California, serving both domestic and international markets. This may best be realized if the airport can function both in an environment free of as many aircraft operational restrictions as possible, and within a positive, mutually beneficial relationship with nearby communities.

Experience has shown that the primary cause of airport operational restrictions is the encroachment of residential development within the airport environs. Encroachment in turn, has led to many airport-related complaints from the new residents living within these areas. The State of California has adopted airport noise and safety standards which are implemented through Comprehensive Land Use Plans prepared by Airport Land Use Commissions. The Mather Airport CLUP adopted by the local Airport Land Use Commission prohibits new residential development within the 65 CNEL noise contour.

Despite the standards in the CLUP legislation, airports do receive complaints from outside the 65 CNEL noise contour by residents who perceive they are impacted or potentially impacted by airport operations. These complaints, whether valid or not, can result in restrictions to airport operations. Sacramento County has an opportunity to create an additional envelope of protection for Mather Airport since much of the surrounding area is not yet urbanized.

Policy: New residential development within the 60 CNEL Mather Airport Policy Area as shown in Figure II-14 shall be prohibited. Also, new residential development within the Mather Airport Policy Area boundaries, but outside the 60 CNEL, shall be subject to the following conditions:

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1. Provide minimum noise insulation to 45 dB within new residential dwellings, including detached single family dwellings, with windows closed in any habitable room.
2. Notification in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the Mather Airport Policy Area.
3. An Avigation Easement prepared by the Sacramento County Counsel's Office granted to the County of Sacramento and recorded with the Sacramento County Recorder and file with Department of Airports. Such Avigation Easement shall acknowledge the property location within the Mather Airport Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport.

The project is located within the MAPA as shown by Plate IS-8 and because the project would locate residential uses within the 60 dB CNEL contour the project would conflict with above noted MAPA policy requiring no new residential development within the 60 CNEL. The General Plan Noise Element states the following regarding the override of airport policy:

Normally, projects move through our system on a majority vote basis. Airport Land Use Law, however, requires a 2/3 vote to override any portion of Airport Policy. On a five-member Board that means a 4/5 vote is necessary. So, any project that is incompatible will require at least 4 votes.

There is currently in progress a revision to the Mather Airport Master Plan, this plan is currently undergoing environmental review. When completed, this plan could result in the adoption of a new CLUP, with altered CNEL contours. According to the draft plan's theoretic capacity, the project site falls outside of the estimated 2001 60 dB CNEL contour. The County Airport's staff (G. Rickelton) has reviewed the proposal and comments as follows regarding the MAPA policy and the 60 dB noise contours:

The Sacramento County Airport System (Airports) appreciates the opportunity to review and comment on this project. The project site is located within the 60 CNEL noise contour adopted in the current Mather Airport Comprehensive Land Use Plan (CLUP) and in the current Sacramento County General Plan Noise Element. While the CLUP did not identify new residential development within this contour as being incompatible, staff recommendations approved by the Board of Supervisors (BOS) on May 15, 1997, did incorporate into the Sacramento County General Plan a policy to "prohibit residential development between the 60 and 65 CNEL lines for Mather Airport". Thus, approval of this project will require a 4/5ths override of this portion of the General Plan by the BOS.

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Airports does not object to this action as the new theoretic capacity based 60 CNEL contour adopted in April 2006 by the BOS for planning purposes results in only commercial uses and open space associated with this project being [within] this contour, and because these new contours are to be incorporated into the update of the Mather Airport CLUP, once the environmental process is complete on the Mather Airport Master Plan. As Mr. Rickelton's comments indicate, the Mather Airport Master Plan has not been completed and approved; however the noise data represents the best available data based on the airport's planned operations and capacity. This data indicates that the project's residential components would be outside any future 60 dB CNEL contours. No significant environmental impacts related to land use are expected from the project's conflict with MAPA policy. However, consistent with the MAPA policy, the Sacramento County Airport System is requesting an aviation easement and disclosure of the MAPA policy area to prospective buyers. This requirement has been added to the Requests/Requirements of Various Agencies section near the end of this document.

SAFETY ZONES

The project is located within the overflight zone of Mather Airport as indicated in the Mather Airport Comprehensive Land Use Plan (CLUP) (See Plate IS-7 above). The use compatibility table in the CLUP indicates that single-family residential and commercial uses are compatible with the overflight zone.

BIRD AIR STRIKE HAZARDS

Per the CLUP, open spaces with bodies of water are allowed in the overflight zone as long as they do not create ground fog or bird hazards; however the Federal Aviation Administration (FAA), has recently released an advisory circular (AC) for Hazardous Wildlife Attractants on or near Airports (AC 150/5200-33B). The AC was released August 28, 2007 and, among other things, addresses stormwater detention facilities as potential hazardous wildlife attractants. Airports such as Mather Airport that have received Federal grant-in-aid assistance must use these standards. The AC states the following:

New storm water management facilities.

The FAA strongly recommends that off-airport storm water management systems located within the separations identified in Sections 1-2 through 1-4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. When it is not possible to place these ponds away from an airport's AOA, airport operators should use physical barriers, such as bird balls, wire grids, pillows, or netting, to prevent access of hazardous wildlife to open water

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and minimize aircraft-wildlife interactions. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

A Bird Air Strike Hazard (BASH) Analysis was prepared for the proposed project by Airola Environmental Consulting. This report is included in Appendix B of this document and looks at both existing and proposed bird use of the project site. The BASH analysis was prepared primarily because of the proposed detention basin to be located on-site. Bodies of water and surrounding open space have the potential to attract several key species (those that pose an elevated risk to air traffic) such as geese, gulls, ducks, crows, blackbirds and starlings. While the project site currently has several settling ponds, these are unlikely to attract key species in any large number due to the near constant activity associated with the mining operations; however, wintering water fowl may use the settling ponds for temporary resting habitat.

The AC recommends that airports serving turbine-powered aircraft (like Mather) should have a 10,000-foot separation distance between the airport and hazardous wildlife attractants. The Aspen IV site is located approximately 7,000 feet south-west and directly in line with the runway.

J. Scruggs, Senior Natural Resource Specialist with the Sacramento County Airport System (SCAS) has reviewed the BASH and recommends only an underground detention basin or an above ground dry detention basin which empties within 48 hours after the design storm in order to ensure that impacts to airport operations would be less than significant with regard to bird hazards to aircraft. SCAS indicated that a wet retention basin (stores seasonal or perennial water) would result in potentially significant impacts due to bird strike hazards. The applicant originally desired to have the option of either an underground basin, dry detention basin or a wet retention basin; however, has agreed to limit the scope of this project to only an underground or dry detention basin in order to ensure that impacts remain less than significant. If, at a future time, a wet retention basin is proposed, then additional environmental review would be required in conjunction with a specific wildlife management plan in order to determine the environmental significance of a wet retention basin.

The Aspen IV SPA project site currently is being used for aggregate pre-wash and drying beds, or in other words retention basins. The site accordingly has approximately 96.8 acres of retention area, 43.3 acres of ponds and 53.5 acres of drying beds. The pond area is wet continuously, and the drying beds are wet most of the time especially during the rainy season. The proposed Aspen IV SPA project has a detention area of

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approximately 17 acres which is an 82.4 percent reduction in basin area. The proposed project thus results in a substantial reduction of potential bird habitat in and of itself.

The applicant has hired Wood Rodgers to design a detention basin that meets the required standards. The basin design and accompanying drainage study (Appendix C) have been reviewed by the County Department of Water Resources (G. Booth) and determined to be adequate for environmental review. The specific drainage issues of the project will be discussed later in the Drainage section of this Initial Study. In regards to the advisory circular and draining the basin, Wood Rodger's project engineer, Peter Tobia, has indicated the following:

Stormwater management for the Aspen IV SPA will be provided via a dry detention basin that is pumped into a County maintained ditch. The basin will be designed in accordance with County of Sacramento requirements, including the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions" (Manual). Per the requirements of the Manual, the basin will be designed to discharge the design stormwater quality volume in 48 hours. This volume equates to approximately the 85th percentile runoff event.

For the Aspen IV SPA, the design stormwater quality volume required is approximately 6 acre-feet, based on the criteria in the Manual. Over a 48 hour period, the average discharge rate would be 1.5 cubic feet [per] second (cfs). The planned pumping capacity is 20 cfs, and the calculated capacity of the receiving channel is also approximately 20 cfs. The County has stated that the pumped discharge from the project will be regulated based on there being available capacity in the ditch. Due to the small size of the watershed, storm events will pass through quickly, such that there will be ample capacity to discharge immediately following a design storm event.

In addition to the dry detention basin area designed to meet the Manual requirements, additional storage in upland areas will be provided to accommodate infrequent larger storm events.

The project applicant has modified their application to not request a retention basin and has designed instead, a dry detention basin to empty within 48 hours. Given that the Initial Study has identified potentially significant impacts related to the formerly proposed retention basin, mitigation has been included to require either a dry detention basin that drains the design storm in 48 hours or an underground basin. With this mitigation expected bird air strike hazards for Mather airport can be reduced to less than significant levels.

The SPA contains a list of suggested trees and vegetation types to be used in the development of the site. In order to minimize the attractiveness of the site to potentially hazardous wildlife, mitigation has been included requiring review and approval of the SPA's final tree and vegetation palate by the Sacramento County Airport System.

PUBLIC SERVICES

The proposed project includes a General Plan Amendment to adjust the Urban Policy Area (UPA) such that all of parcels 1, 2, 3 and 4 will be included within the UPA. The General Plan defines the UPA as that "area expected to receive urban levels of public infrastructure and services within the 20-year planning period." The General Plan was last updated in 1993. Several General Plan policies (LU-75 through LU-80) guide the revision of the land use diagram and the UPA. The applicant successfully petitioned the Board of Supervisors to file an application for urban development outside the UPA as required by LU-75 of the General Plan. On February 15, 2006 the Board approved the request to allow filing of the application.

The project site is located in an urbanizing area of unincorporated Sacramento County where urban public facilities and services are readily available. Urban development exists to the north and west of the proposed project site. The project site would be provided public services including the provision of potable water, sewer services, schools, emergency services including fire protection and police protection, electrical services and natural gas service. The following is a discussion of public facilities, and service supply/demand issues related to the project. Some of the service providers have submitted comments pertaining to their ability to provide service to the project, including recommended conditions of approval that must be satisfied by the developer before service can be adequately provided.

WATER SUPPLY

Water service is provided to the area by the California American Water Company and the site is within the provider's service area. On June 10, 2008, the California American Water Company issued a "will serve" letter (appendix M) indicating that they had the capacity and infrastructure to serve the project and that they currently had two projects under construction that would ensure water supply to the Rosemont area. The letter specifies the water line extensions required to serve the project and indicates they are located in the public right-of-ways near the project; therefore, no environmental impacts are expected from their construction. The developer will be responsible to install the needed water lines as follows:

- 12-inch main in Bradshaw Road from just north of Conservation Road to Kiefer Boulevard.
- 16-inch main in Bradshaw Road from Kiefer Boulevard to Jackson Road
- 16-inch main in Jackson Road from Bradshaw Road to Mayhew Road
- 12-inch main in Mayhew Road from Jackson Road to Oxwood Drive

According to the applicant, the project is expected to be phased with the commercial development happening first ahead of the residential development. In this case,

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California American Water Company has specified that interties to the existing system would be required at two locations as follows:

- 12-inch main in Mayhew Road from Oxwood Drive
- 16-inch main in Bradshaw Road from Kiefer Boulevard

The above requirements are also included in the Requests Requirements of Various Agencies Section near the end of this document. Given compliance with the requirements of the California American Water Company no impacts to water service are expected and no significant environmental impacts are expected as a result of the installation of the water mains needed to serve the project.

SEWER SERVICE

The project site is located outside the district boundaries for both the Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) (formerly known as County Sanitation District 1 [CSD-1]). This coincides with its location outside the UPA boundary. SRCSD operates and maintains the regional treatment plant and main sewer interceptor lines while SASD operates and maintains the local sewer collection systems which connect to the SRCSD system. Sacramento Area Sewer District staff (Haggard) provided comments and recommended conditions of approval for the project on behalf of both jurisdictions which are included as Appendix J. SASD and SRCSD conditions of approval require annexation into both districts prior to map recordation or approval of improvement plans. This will require a separate discretionary action by the Sacramento Local Area Formation Commission (LAFCo) to process and approve the annexation. To this extent, LAFCo intends to use this document in considering any annexation request and is considered a responsible agency under CEQA. According to LAFCo staff (D. Lockhart) the project site is already within the sphere of influence (SOI) for both SRCSD and the Sacramento Area Sewer District (SASD) because the site is located inside the County's Urban Services Boundary (USB) and only an annexation is necessary and not a sphere of influence amendment.

The project will require the expansion of sewer infrastructure into the site. The developer will construct the internal and connecting sewer lines and will be required to dedicate easements to SASD for maintenance.

According to County of Sacramento Water Quality staff (S. Khan), representing both SRCSD and SASD, there is adequate capacity at the SRCSD treatment plant and in the interceptor lines that transport sewage to the plant. Staff stated that the proposed project is within shed boundaries that have already been included in SRCSD studies and plans. He also indicated that SRCSD interceptors exist in the public right of way both on the east side of the project along Bradshaw Road (Bradshaw Interceptor) and on the west side of the project along Mayhew Road (Central Interceptor). Therefore the extension of infrastructure to connect to these facilities is not expected to result in any

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off site environmental impacts not discussed in this document. Depending on which interceptor and connection point are used, some disturbance to the drainage ditch and native trees to the west of the site and to native trees to the east of the site may occur. Potential impacts to these natural resources are discussed in the Biological Resources chapter and mitigation is included to reduce impacts. Per Water Quality staff, the Bradshaw Interceptor was recently completed and two connection points were built into the system and would allow for connection of the project's internal sewer system (SASD portion) to the SRCSD system near the northeast corner of the project site. No expansion of the SRCSD system will be necessary to serve the project.

Internal to the project site and off site to connect to the SRCSD interceptor system, the developer will be required to construct the sewer collection system which will fall under the jurisdiction of SASD upon completion. Because the ultimate buildout of the project site is unknown at this time, SASD is requiring a sewer study prior to approval of a final map or improvement plans, which ever comes first, in order to assure the developer designs a system for which the collection pipes are adequately sized to handle the quantity of discharge expected. The sewer study deals only with the collection system and not the regional treatment plant and interceptor system, which as described above, has adequate capacity for the proposed project.

The project will not exceed the capacity of Sacramento Area Sewer District or SRCSD facilities, but, as noted, will require expansion of sewer lines into the site. A sewer study is required to demonstrate the quantity of discharge and pipe sizes that will be required after more detailed information about on-site development is available. On-site sewer infrastructure will be installed by the developer. Impacts to sewer service are expected to be less than significant. Project conformance with all Water Quality Division requirements will minimize project impacts to the existing public sewer system in this area to a less than significant level.

ACCESS

The proposed project will have available access off of both Bradshaw Road and Mayhew Road. The commercial portion of the SPA, which can be built outright as a result of the proposed project, will be accessed exclusively off of Bradshaw Road. While no site plans have yet been submitted for this commercial development or its respective access, the following comments from local agencies relate to the commercial access off of Bradshaw Road:

Department of Transportation

- Grant the County right-of-way on Bradshaw Road based on a 108-foot standard thoroughfare and install public street improvements pursuant to Sacramento County Improvement Standards and to the satisfaction of the Department of transportation.

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- The size, number, and location of driveways shall be to the satisfaction of the Department of Transportation. Note: driveway widths shall be a minimum of 45 feet.

Land Division and Site Improvement Review (Development and Surveyor Services)

- Grant the County right-of-way for Bradshaw Road and Jackson Road, based on a 108-foot standard and install street improvements pursuant to the Sacramento County Improvement Standards.

Sacramento Metropolitan Fire District

- Every building shall be accessible to fire district fire apparatus by means of an all-weather driving surface designed to meet Traffic Index 5.5. The access shall be a minimum of 20 feet wide and have a minimum turning radius of 25 feet inside and 50 feet outside. The minimum vertical clearance [is] 13 feet 6 inches. The access roadways are to be extended within 150 feet of all portions of the exterior walls of the first story. Dead-end fire department access roads in excess of 150 feet shall be provided with an approved means for turning around the fire apparatus. This fire apparatus access lane and turnaround shall be identified in accordance with the California Vehicle Code. The access roadways are to be provided prior to any construction or storage of combustible materials on site.

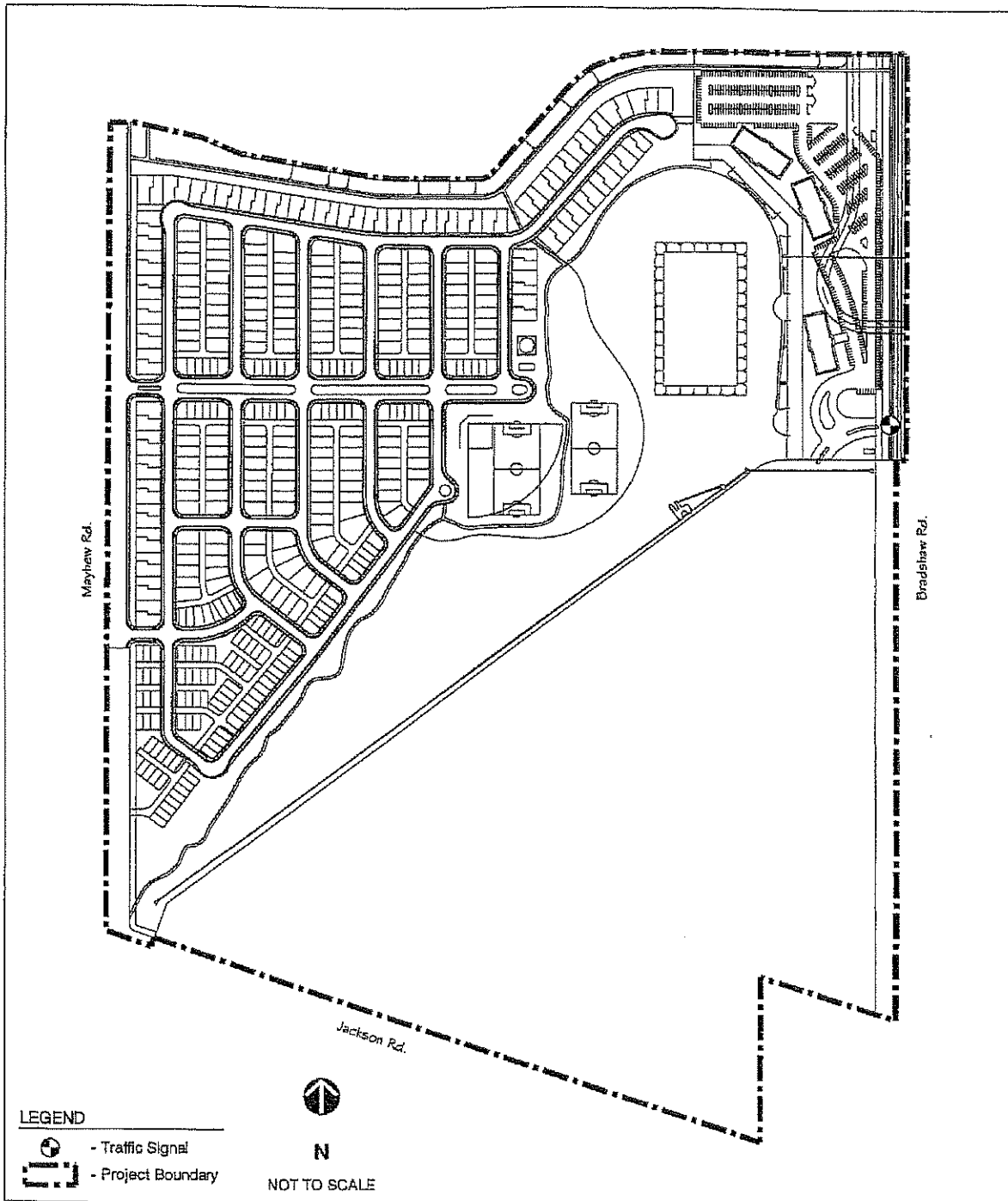
The residential portion of the SPA will be accessed off of Mayhew Road. Mayhew Road is proposed to be extended south from its current terminus as a part of this project, but will not connect with SR 16 to the south (per communication with project proponent and DOT staff, M. Darrow). All residential traffic from this portion of the project will be diverted north through the Mayhew Road, Kiefer Boulevard intersection. While the exact layout of the residential portion of the project, including new roadway locations, will not be designed until a small lot subdivision map is applied for, a conceptual layout has been submitted to illustrate how internal circulation and access might occur (Plate IS-9).

The development of this segment of Mayhew Road as a public street may result in the filling and piping of an open drainage that runs along this western property line and may result in the removal of native oak trees. These impacts are discussed further in the "Biological Resources" and "Wetlands" sections of this Initial Study.

Mayhew Road, at some time undetermined time in the future, may be extended south to intersect with Jackson Highway (SR-16) and to connect with the existing Mayhew Road south of Jackson Highway. This extension will not be built as part of this project, but may provide an alternate access route in the future therefore this scenario was included as an alternative scenario in the traffic analysis.

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Plate IS-9 Conceptual Layout Access and Circulation



TRAFFIC AND CIRCULATION

The Aspen IV SPA project is bordered on the east by Bradshaw Road and on the west by Mayhew Road; Jackson Highway is located south of the project site and Kiefer Boulevard to the north. The proposed project will be accessed one of two ways. The commercial portion of the project site will be accessed via driveways directly off of Bradshaw Road. The northern most driveway would be right turn in and out only, while the southern most driveway would be a signalized intersection with full turning capabilities. The residential portion of the project site will be accessed via Mayhew Road. Three major intersections are located near the proposed project; the Kiefer Boulevard/Mayhew Road, Kiefer Road/Bradshaw Road and Jackson Highway/Bradshaw Road Intersections. A fourth major intersection is planned for Jackson Highway/Mayhew Road, but will not be built as a part of this project.

Comments/conditions from various agencies pertaining to roadways in the project vicinity are included in the "Requests/Requirements" section of this Initial study. In the comment letter from Sacramento County Department of Transportation staff, right of way was requested for the Bradshaw Road/Kiefer Boulevard intersection, discussion with DOT staff (Urquhart) indicated that this project will not be required to grant this right of way or install improvements for this intersection due to the large distance from the project site to the aforementioned intersection (1,600± feet).

A Traffic Impact Analysis was prepared for this project, by Fehr & Peers Transportation Consultants, which looked at traffic impacts from development of the proposed project under existing, existing plus project, cumulative (2025) no project, cumulative plus project, cumulative no project with Mayhew Road/Jackson Highway intersection, and cumulative plus project with Mayhew Road/Jackson Highway intersection. The traffic study was reviewed and approved by Sacramento County Department of Transportation staff (Darrow) and is provided in Appendix D.

The traffic study looked at the following intersections:

- Bradshaw Road/Kiefer Boulevard
- Bradshaw Road/Jackson Highway (SR 16)
- South Watt Avenue/SR 16
- South Watt Avenue/Kiefer Boulevard
- Mayhew Road/Kiefer Boulevard
- Mayhew Road/SR 16 (cumulative only)
- Project Access (north)/Bradshaw Road
- Project Access (south)/Bradshaw Road

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- Bradshaw Road: SR 16 to Kiefer Boulevard
- SR 16: South Watt Avenue to Bradshaw Road
- Kiefer Boulevard: South Watt Avenue to Bradshaw Road

EXISTING CONDITIONS PLUS PROJECT

Under existing plus project conditions, two intersections currently operating at an unacceptable level of service will continue to operate at that service level. The Vehicle/Capacity (V/C) ratio for those two intersections will not increase substantially nor will any other intersection be reduced to an unacceptable level of service. No significant environmental impacts associated with existing plus project conditions are expected as a result of the proposed projects. Table IS-1 and Table IS-2 illustrate the a.m. and p.m. peak hour operating conditions for study intersections and roadway segments under existing plus project conditions.

Table IS-1 Intersection Level of Service, Existing Plus Project Conditions

Intersections	Traffic Control	Existing		Existing Plus Project	
		AM LOS ¹	PM LOS ¹	AM LOS	PM LOS
1. Bradshaw Rd. / Kiefer Blvd.	Signal	B / 0.68	D / 0.88	C / 0.75	E / 0.98
2. Bradshaw Rd. / SR 16	Signal	F / 1.03	E / 0.90	F / 1.06	E / 0.93
3. S. Watt Ave. / SR 16	Signal	E / 0.91	F / 1.16	E / 0.91	F / 1.20
4. S. Watt Ave. / Kiefer Blvd.	Signal	C / 0.79	C / 0.73	D / 0.87	D / 0.82
5. Mayhew Rd. / Kiefer Blvd.	Signal	A / 0.37	A / 0.38	A / 0.46	A / 0.46
6. Project Access (north) / Bradshaw Rd.	Side Stop	--	--	A / 0.1	A / 0.1
7. Project Access (south) / Bradshaw Rd.	Signal	--	--	A / 0.58	C / 0.80

Notes:
¹ Critical V/C ratio reported for signalized intersections evaluated using *Circular 212* methodologies.
 Unacceptable operations indicated with **BOLD** type. Significant Impact indicated with UNDERLINE type.

Table IS-2 Segment Level of Service, Existing Plus Project Conditions

Road Segment	Existing				Existing Plus Project				Δv/c
	Total Number of Lanes	ADT ¹	v/c	LOS ²	Total Number of Lanes	ADT	v/c	LOS	
1. Bradshaw Rd: Kiefer Blvd. to SR 16	4M ³	27,800	0.77	C	4M	30,030	0.83	D	0.06
2. SR 16.: S. Watt Ave. to Bradshaw Rd.	2M	14,900	0.83	D	2M	15,040	0.84	D	0.01
3. Kiefer Blvd.: S. Watt Ave. to Bradshaw Rd.	4/2M	11,900	0.66	B	4/2M	14,270	0.79	C	0.13

Notes:
¹ Average daily traffic volume for the entire roadway segment. ADT based on 24-hour counts, unless otherwise noted.
² Level of service. The LOS analysis was based on the County of Sacramento's *Traffic Impact Analysis Guidelines*, 2004
³ Moderate access control.
 LOS is based on roadway type, number of lanes and average daily traffic volume.
BOLD type indicates unacceptable operations. UNDERLINED type indicates significant impacts.

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CUMULATIVE PLUS PROJECT (NO MAYHEW ROAD/SR 16 INTERSECTION)

Under cumulative plus project without Mayhew connection conditions, four intersections will operate at unacceptable levels of service (See Table IS-3). Two of these intersections, Bradshaw Road/SR 16 and South Watt Avenue/SR 16, will operate at unacceptable levels of service under cumulative no project conditions and will not have their v/c ratio increased by more than .05 as a result of the proposed project. The Bradshaw Road/Kiefer Boulevard intersection will operate at an unacceptable level of service under cumulative no project conditions but, its v/c ratio will increase by more than .05 under the cumulative plus project conditions. This is considered to be a significant environmental impact. Mitigation is recommended to pay fair share fees towards the installation of a right turn lane and a right-turn overlap traffic signal phase on the eastbound Kiefer Boulevard approach to this intersection. With mitigation, impacts to this intersection will be less than significant.

The fourth intersection that will operate at an unacceptable level of service is the proposed Project Access (south)/Bradshaw Road intersection. This new intersection is to be located within the existing segment of Bradshaw Road between Kiefer Boulevard and SR 16. The Kiefer to SR 16 segment of Bradshaw Road will operate at an unacceptable level of service under cumulative no project conditions and its v/c ratio will increase by more than 0.05 under cumulative plus project conditions (see Table IS-4). The project's impact to this existing roadway segment is considered a significant environmental impact. Mitigation is recommended to pay fair share fees towards the widening of this section of Bradshaw Road to a six lane thoroughfare. This mitigation measure will reduce impacts to this segment of Bradshaw Road to less than significant and will also increase the level of service of the proposed project access (south) to acceptable levels.

Table IS-3 Intersection Level of Service, Cumulative (2025) Plus Project Conditions (No Mayhew Road/SR 16 Intersection)

Intersections	Traffic Control	Cumulative (2025)		Cumulative (2025) Plus Project	
		AM LOS ¹	PM LOS ²	AM LOS	PM LOS
1. Bradshaw Rd. / Kiefer Blvd.	Signal	F / 1.09	F / 1.36	F / 1.16	<u>F / 1.46</u>
2. Bradshaw Rd. / SR 16	Signal	F / 2.01	F / 1.90	F / 2.05	F / 1.92
3. S. Watt Ave. / SR 16	Signal	F / 1.32	F / 1.56	F / 1.35	F / 1.56
4. S. Watt Ave. / Kiefer Blvd.	Signal	E / 0.92	C / 0.79	E / 0.99	D / 0.86
5. Mayhew Rd. / Kiefer Blvd.	Signal	C / 0.73	B / 0.63	C / 0.78	C / 0.71
6. Project Access (north) / Bradshaw Rd.	Side Stop	--	--	A / 0.2	A / 0.3
7. Project Access (south) / Bradshaw Rd.	Signal	--	--	E / 0.95	F / 1.15

Notes:
¹ Critical V/C ratio reported for signalized intersections evaluated using *Circular 212* methodologies.
BOLD type indicates unacceptable operations. **UNDERLINED** type indicates significant impact.

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Table IS-4 Roadway Segment Level of Service, Cumulative (2025) Plus Project Conditions (No Mayhew Road/SR 16 Intersection)

Road Segment	Cumulative (2025)				Cumulative (2025) Plus Project				Δv/c
	Total Number of Lanes	ADT ¹	v/c	LOS ²	Total Number of Lanes	ADT	v/c	LOS	
1. Bradshaw Rd: Kiefer Blvd. to SR 16	4M ³	51,200	1.42	F	4M	53,430	1.48	F	0.06
2. SR 16.: S. Watt Ave. to Bradshaw Rd.	2M	32,800	1.82	F	2M	32,940	1.83	F	0.01
3. Kiefer Blvd.: S. Watt Ave. to Bradshaw Rd.	2/4M	15,000	0.83	D	2/4M	17,370	0.97	E	0.14

Notes:
¹ Average daily traffic volume for the entire roadway segment. ADT based on 24-hour counts, unless otherwise noted.
² Level of service. The LOS analysis was based on the County of Sacramento's *Traffic Impact Analysis Guidelines*, 2004
³ Moderate access control.
 LOS is based on roadway type, number of lanes and average daily traffic volume.
BOLD type indicates unacceptable operations. UNDERLINED type indicates significant impact.

CUMULATIVE PLUS PROJECT (WITH MAYHEW ROAD/SR 16 INTERSECTION)

Under cumulative plus project with Mayhew connection conditions, six intersections will operate at unacceptable levels of service (see Table IS-5). Two of these intersections, Bradshaw Road/SR 16 and South Watt Avenue/SR 16, will operate at unacceptable levels of service under cumulative no project conditions and will not have their v/c ratio increased by more than 0.05 as a result of the proposed project. The Bradshaw Road/Kiefer Boulevard and Mayhew Road/SR 16 intersections will operate at unacceptable levels of service under cumulative no project conditions but, their v/c ratios will increase by more than .05. This is considered to be a significant environmental impact. Mitigation is recommended to pay fair share fees towards improvements at these intersections. The Bradshaw Road/Kiefer Boulevard intersection will require a right-turn lane on the eastbound approach with a right-turn overlap traffic signal. The Mayhew Road/SR 16 intersection will require a traffic signal, two additional through lanes on eastbound and westbound SR 16 approaches, a right-turn lane on westbound SR 16 and left and right-turn lanes on both the north and south bound Mayhew Road approaches. With mitigation, impacts to these intersections will be less than significant.

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Table IS-5 Intersection Level of Service, Cumulative (2025) Plus Project Conditions (With Mayhew Road/SR 16 Intersection)

Intersections	Traffic Control	Cumulative (2025)		Cumulative (2025) Plus Project	
		AM LOS ¹	PM LOS ²	AM LOS	PM LOS
1. Bradshaw Rd. / Kiefer Blvd.	Signal	F / 1.09	F / 1.36	F / 1.14	<u>F / 1.42</u>
2. Bradshaw Rd. / SR 16	Signal	F / 2.01	F / 1.90	F / 2.04	F / 1.94
3. S. Watt Ave. / SR 16	Signal	F / 1.32	F / 1.56	F / 1.35	F / 1.57
4. S. Watt Ave. / Kiefer Blvd.	Signal	E / 0.92	C / 0.79	E / 0.99	D / 0.86
5. Mayhew Rd. / Kiefer Blvd.	Signal	E / 0.96	E / 0.92	<u>F / 1.01</u>	<u>F / 1.05</u>
6. Project Access (north) / Bradshaw Rd.	Side Stop	--	--	A / 0.2	A / 0.3
7. Project Access (south) / Bradshaw Rd.	Signal	--	--	E / 0.95	<u>F / 1.15</u>
8. Mayhew Rd. / SR 16	Side Stop	F / >50	F / > 50	<u>F / >50</u>	<u>F / > 50</u>

Notes:
¹ Critical V/C ratio reported for signalized intersections evaluated using *Circular 212* methodologies.
BOLD type indicates unacceptable operations. UNDERLINED type indicates significant impact.

The other two intersections that will operate at unacceptable levels of service are the proposed Project Access (south)/Bradshaw Road and Kiefer Boulevard/Mayhew Road intersections. The proposed project access intersection is to be located within the existing segment of Bradshaw Road between Kiefer Boulevard and SR 16. The Kiefer to SR 16 segment of Bradshaw Road will operate at an unacceptable level of service under cumulative no project conditions and its v/c ratio will increase by more than .05 under cumulative plus project conditions (see Table IS-6). The project's impact to this existing roadway segment is considered a significant environmental impact. Mitigation is recommended to pay fair share fees towards the widening of this section of Bradshaw Road to a six lane thoroughfare. This mitigation measure will reduce impacts to this segment of Bradshaw Road to less than significant and will also increase the level of service of the proposed project access (south) to acceptable levels. The Kiefer Boulevard/Mayhew Road intersection will be reduced from an acceptable level of service to an unacceptable level of service as a result of the proposed project. To mitigate impacts to this intersection, it is recommended that the applicant pay fair share fees toward a second through lane and right turn-lane on westbound Kiefer Boulevard and a second departure lane on both west bound Kiefer Boulevard and southbound Mayhew Road.

With implementation of the above mitigation measures traffic impacts as a result of the proposed project will be less than significant.

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Table IS-6 Roadway Segment Level of Service, Cumulative (2025) Plus Project Conditions (No Mayhew Road/SR 16 Intersection)

Road Segment	Cumulative (2025)				Cumulative (2025) Plus Project				Δv/c
	Total Number of Lanes	ADT ¹	v/c	LOS ²	Total Number of Lanes	ADT	v/c	LOS	
1. Bradshaw Rd.: Kiefer Blvd. to SR 16	4M ³	51,200	1.42	F	4M	<u>53,430</u>	<u>1.48</u>	F	0.06
2. SR 16.: S. Watt Ave. to Bradshaw Rd.	2M	32,800	1.82	F	2M	32,940	1.83	F	0.01
3. Kiefer Blvd.: S. Watt Ave. to Bradshaw Rd.	2/4M	15,000	0.83	D	2/4M	17,370	0.97	E	0.14

Notes:

¹ Average daily traffic volume for the entire roadway segment. ADT based on 24-hour counts, unless otherwise noted.
² Level of service. The LOS analysis was based on the County of Sacramento's *Traffic Impact Analysis Guidelines*, 2004.
³ Moderate access control.
LOS is based on roadway type, number of lanes and average daily traffic volume.
BOLD type indicates unacceptable operations. UNDERLINED type indicates significant impact.

NOISE

The project site is located in an area of relatively high ambient noise from a complex mixture of noise sources. Noise sources include the adjacent high school, traffic on Bradshaw Road and Jackson Highway, Mather Airport, surface mining, and miscellaneous noise sources at nearby commercial, public service, and residential uses. An acoustical analysis was prepared for the proposed project by Bollard Acoustical Consultants (Appendix E).

The following discussions address the potential impacts from each noise source as it individually affects the project site.

SCHOOL NOISE

Sacramento County affords protection for sensitive receptors (i.e. residential land uses) from excessively noisy land uses by providing standards in the County General Plan Noise Element (1998). The Noise Element states the following:

NO-4. Where residential land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding either 60 dB Ldn/CNEL or the performance standards of Table II-1, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Discussion: Projects subject to Policy NO-5 or NO-7 which are deemed to fall within the boundaries of the geographical limits set by Figures II-2 and II-3, are also subject to Policy NO-4. Other circumstances exist which may justify an acoustical analysis including the need for an analysis of future noise levels, where multiple noise sources affecting a site (when single-source noise levels meet the standard), or other situations where

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there is reason to believe that noise levels are not, or will not remain, within the standards.

NO-5. New residential development shall not be allowed where the noise level due to nontransportation noise sources will exceed the noise level standards of Table II-1 as measured immediately within the property line of the new development.

**TABLE II-1
NOISE LEVEL PERFORMANCE STANDARDS
FOR RESIDENTIAL AREAS AFFECTED BY NON-TRANSPORTATION NOISE
Exterior Noise Level Standards**

Statistical Noise Level Descriptor	(dBA)	
	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
L50	50	45
Lmax	70	65

- 1. These standards are for planning purposes and may vary from the standards of the County Noise Ordinance which are for enforcement purposes. For an explanation of the technical terminology, refer to Appendix A.*
- 2. These standards apply to new or existing residential areas affected by new or existing nontransportation sources.*

Each of the noise standards in Table II-1 shall be decreased by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The noise from outdoor school activities is expected to consist primarily of simple tones; therefore, the lower standards apply. School usage is not expected between 10:00 p.m. and 7:00 a.m., with the exception of occasional nighttime sports events that may end shortly after 10:00 p.m. Therefore, nighttime noise levels are not a concern for most every instance. The proposed residential area was analyzed using the standards of 50 dBA L₅₀ and 70 dB L_{max} for noise from the nearby high school.

The Rosemont High School was evaluated for noise impacts in the Initial Study prepared for the school by the Sacramento Unified School District. That Initial Study's analysis did not substantially address noise impacts on the currently proposed project, or other nearby residential uses, created by the high school. The noise analysis of the school focused primarily on the environmental noise impacts on the school. At the time of the school review the current project site was used for surface mining.

School noise includes parking lot noise, equipment noise, and stadium/play field noise. According to the Bollard Acoustical Consultants analysis "the most significant noise

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producing components of the high school which could affect the project site include the soccer fields, football stadium, and baseball diamonds". The soccer fields and football stadium are located 750 feet and 1,000 feet from the project site respectively. The baseball diamonds are located immediately adjacent to the northern property boundary of the proposed project. The acoustical analysis reports that noise from baseball and soccer facilities are typically 55 dB L₅₀ and 75 dB L_{max} 100 feet from the focal point of the playing fields. The study maintains that the focal point of a baseball diamond is in the vicinity of the pitchers mound. The nearest pitchers mound is located approximately 200 feet north of the property line (approximately 400 feet from the residentially designated portion of the project site). At 100 feet, noise levels from the baseball diamond would nearly be within county standards, at 400 feet the noise levels from the baseball diamonds would be within county standards. Using a distance of 500 feet, the acoustical analysis estimated that the residences would be exposed to noise levels of 41 dB L₅₀ and 61 dB L_{max}. The soccer fields would generate lower noise levels than the baseball diamonds due to their greater distance from the project site. Noise levels from the baseball diamonds and soccer fields will be within county standards.

The football stadium is located 1,000± feet from the project site. Noise levels from football games over this distance according to the acoustical analysis will be 45-50 dB L₅₀ and 65-70 dB L_{max}. These levels meet the daytime but not the night time noise standards. Most activity on the school playing fields will occur during the day to early evening, with only the occasional event lasting later than 10 p.m.; in addition, school grounds are exempt from the provisions of the noise ordinance. The baseball diamonds and football stadium contribute to the overall noise level of the area but will not individually exceed the maximum allowable noise per the General Plan standards for daytime peak noise levels.

SURFACE MINING NOISE

Aggregate resource extraction at the project site and mining area to the south has been completed. However, some earthmoving and reclamation work is ongoing. The mining pit contains a conveyor that transports materials through the pit, as well as a pre-wash facility that cleans aggregate. The operation does not include rock crushing. Both the conveyor and the pre-wash can be expected to produce noise and are expected to continue operation for the foreseeable future. The acoustical study did not evaluate the noise associated with the ongoing mining activities at the site. The following analysis is based on DERA analysis of the conditions.

The pre-wash facility and conveyor are approximately 1,100 feet from the nearest potential residence on the proposed project. They are also located 40-50 feet below the elevation of the proposed residential lots. The substantial distance attenuates much of the noise produced by the equipment. The equipment was observed to be in operation during field inspection of the site and the noise of the equipment was not discernable above the ambient noise of the project area.

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Data included in the "American River Aggregates East Mining Site Rezone and Use Permit" (County Control Number: 95-RZB-UPB-0658, SCH: 96012009) provides a more recent analysis of mining equipment noise than the original analysis conducted for the permitted mining on the Aspen IV site and indicates that sand and gravel separating equipment creates 70 dB of noise at 200 feet. While the noise of the separating equipment is not directly comparable to the noise levels created by the pre-wash and conveyors it provides a rough estimate of sound levels. Given the reduction of noise over distance, which is a constant, noise of the pre-wash and conveyors can be expected to be reduced by 15 dB over that added distance of 1,100 feet if it is assumed they are as loud as typical separating equipment; therefore, the noise level at the nearest possible residential property line would be approximately 55 dB. Given that the facilities can operate continuously throughout the day, this would represent an L₅₀ five dB higher than allowed standards. However, as noted above it is expected that the pre wash facility operates more quietly than the sand and gravel separating equipment. According to the applicant, technology has improved since the 1995 project cited above and they have recently installed new parts on the facility that make it even quieter. It is not expected that the pre-wash facility will create noise levels that exceed standards but since the actual layout of any future residential neighborhoods are not known at this time, it is difficult to model the expected noise beyond the estimate above. Mitigation is included at the end of this section that requires new residential development to comply with the standards contained in the General Plan as cited above. The facilities will contribute to the overall ambient noise in the project area, but with mitigation are not considered to significantly impact noise levels at the project site.

AIRPORT NOISE

The project site is located approximately 7,000 feet from the end of the nearest runway at Mather Airport. Airport noise is evaluated in the Mather Airport Comprehensive Land Use Plan (Airport Land Use Commission, 1999) (Mather CLUP). The project site is indicated on Plate IS-7 and Plate IS-8. The SPA portion of the project site appears to be located almost entirely between the 60 and 65 dB noise contours associated with Mather Airport.

The site location is considered a compatible area for residential uses based upon the Mather CLUP Map (this is discussed in further detail in the Land Use section of this document). New contours are being generated for the Mather Airport Master Plan and for the updated Mather CLUP; these contours indicate that the proposed project will be exposed to noise levels than 60 dB. Airport noise will add to the overall noise in the project area but individual impacts are considered less than significant.

TRAFFIC NOISE

The project site fronts two roadways that have the potential to generate significant levels of traffic noise: Bradshaw Road and SR 16.

General Plan Policy NO-7 states:

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Proposed development of residential land uses should not be permitted:
 1) in areas exposed to existing or projected levels of noise from transportation noise which exceed 60 dB to 65 dB L_{dn}/CNEL unless the project designs include effective mitigation measures to reduce noise to 60 dB to 65 dB L_{dn}/CNEL or less in outdoor activity areas, and 45 dB L_{dn}/CNEL or less in indoor areas...

An analysis of potential exterior and interior noise impacts associated with traffic on Bradshaw Road and SR 16 was conducted using the Federal Highways Administration (FHWA) Traffic Noise Prediction Model (RD-77-108). Traffic flow volumes from the Vineyard Springs Comprehensive Plan FEIR were used for consistency purposes. Cumulative Plus Project values were used as these represent the future traffic flow volumes with full buildout of the Vineyard Springs Comprehensive Plan area. Using these volumes the following noise contours were generated:

Table IS-7 Bradshaw Road Traffic Noise Contours

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	57
70	123
65	264
60	569

Table IS-8 SR 16 Traffic Noise Contours

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	41
70	89
65	191
60	412

The maximum acceptable noise level from traffic in the outdoor recreation area of residential lots is 65 dB. The proposed residential portion of the SPA will be located approximately 360 feet north of SR 16 and approximately 700 feet west of Bradshaw Road. When these distances are compared to the values in Table IS-7 and Table IS-8 it is evident that the nearest residences will be located between the 60-65 dB contours of SR-16, and the 55-60 dB contours of Bradshaw Road. Traffic noise will add to the overall noise in the project area but individual impacts are considered less than significant.

ADDITIVE NOISE

While none of the noise sources, with the possible exception of the pre-wash facility, appear to individually exceed county standards, the actual noise environment in the discussed locations will differ from this analysis based on how the different noise sources interact with each other and on final grading elevations and ultimate layout of the residential neighborhood. The complexity of the noise environment of the project site coupled with the unknown orientation of the residential development could alter the potential noise exposure levels of future residents. Therefore, to assure that future residential development on the project site is not exposed to noise levels in excess of county standards, mitigation is recommended that prior to the issuance of building permits for any residential construction; an acoustical analysis shall be submitted verifying that county noise standards are met. The acoustical analysis shall look at final grading elevations and the singular and additive effects of noise from the following sources:

- 2025 traffic noise levels for Bradshaw Road, SR 16, and Mayhew Road
- Airport noise from Mather Airport
- Mining equipment, conveyors, prewash facilities, and any other noise associated with mining activities.
- High school noise

With mitigation, the singular and additive noise impacts associated with the proposed development will be less than significant.

DRAINAGE

The proposed project has been reviewed by staff (G. Booth) of the County Department of Water Resources (DWR) who noted that the site is not located in a Federal Emergency Management Agency 100-year floodplain but has been identified by the County as being in a local flood hazard area. Accordingly, minimum floor pad elevations will be required pursuant to the Sacramento County Floodplain Management Ordinance. Due to the unique drainage considerations involving redevelopment in a mining pit (pump stations, runoff, hydrology) and constraints on downstream drainage capacity, a detailed drainage study was required for the project. The text of the study and a technical memorandum are provided in Appendix C, the complete study including appendixes and technical calculations is available for viewing at the Department of Environmental Review and Assessment, 827 7th Street, Room 220, Sacramento, California during normal business hours.

DWR has accepted the drainage study as adequate. It shows that there will be sufficient on-site storage in the proposed detention basin and overflow areas to store the runoff from a 500-year, 10-day rainfall event. The study also specifies that drainage would discharge to the ditch that runs south down Mayhew Road on the west of the site

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about 5000 feet to Morrison Creek. The maximum discharge to the ditch would be 20 cubic feet per second (cfs) and would occur after the peak flows from a storm event begin to subside. DWR indicated that off-site improvements to the ditch and culverts along Mayhew would be required. These improvements may impact potential Waters of the United States and will be further analyzed in the Biological Resources section of this document.

GEOLOGY

The proposed redevelopment of an aggregate mining pit will pose some geotechnical challenges, such as dealing with clay and silt washings. A geotechnical engineering report was prepared for the project site by Wallace Kuhl & Associates Inc (Appendix F). The report looked at seismic, soil and groundwater conditions of the project site and made recommendations based on site-specific factors. The report found that seismically, the project is located in an area for relatively low risk due to the distance from Type "A" or "B" faults (>9 miles).

As part of the currently approved aggregate mining reclamation plan, the proposed project will be greatly elevated from existing conditions with imported fill materials. Due to the history of the project site and the amount of fill that will occur prior to construction, Wallace Kuhl & Associates made many recommendations for site preparation, engineered fill placement, utility trench backfill, foundation design, interior floor slab support, floor slab moisture penetration resistance, exterior flat work, surface drainage, pavement design and earthwork testing. Due to the extensive engineering requirements, mitigation has been included requiring implementation of the recommendations contained in the Wallace Kuhl report. Additionally, the mitigation requires that proof of the implementation of the recommendations is documented by a qualified geotechnical consultant and submitted to the Department of Environmental Review and Assessment. With mitigation, the potentially significant impacts related to geology as a result of the proposed project will be less than significant.

EROSION/GRADING/STORMWATER POLLUTION

STORMWATER POLLUTION AND EROSION/SEDIMENT CONTROL

Project compliance with the requirements outlined below, as administered by the County of Sacramento Municipal Services Agency and Central Valley Regional Water Quality Control Board (Regional Board), will ensure that project-related erosion and pollution impacts are less than significant.

BACKGROUND

Sacramento County has obtained a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Regional Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to

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the maximum extent practicable. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

SACRAMENTO COUNTY ORDINANCES

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type. In addition, Sacramento County Code 16.44 (Land Grading and Erosion Control) requires private construction sites disturbing one or more acres or moving 350 cubic yards or more of earthen material to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an Erosion and Sediment Control (ESC) Plan describing erosion and sediment control best management practices (BMPs) that will be implemented during construction to prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. Construction projects not subject to SCC 16.44 are subject to the Stormwater Ordinance (SCC 15.12) described above.

STATE PERMIT FOR CONSTRUCTION PROJECTS

In addition to complying with the County's ordinances and requirements, construction sites disturbing one or more acres are required to comply with the State's General Stormwater Permit for Construction Activities. The Construction General Permit is issued by the State Water Resources Control Board (<http://www.waterboards.ca.gov/stormwtr/construction.html>) and enforced by the Regional Board. Coverage is obtained by submitting a Notice of Intent (NOI) to the State Board prior to construction. The General Permit requires preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) that must be kept on site at all times for review by the State inspector.

Applicable projects applying for a County grading permit must show proof that a NOI has been filed and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the Construction General Permit, the County is required by its Municipal Stormwater Permit to verify that SWPPPs include six minimum components.

TEMPORARY CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs)

During the wet season (October 1 – April 30), the project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's Construction General Permit. During the rest of the year, typically erosion controls are not required, except in the case of predicted rain.

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Erosion controls should always be the first line of defense, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, 3-step hydroseeding, spray-on soil stabilizers and anchored blankets. Sediment controls are the second line of defense; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

In addition to erosion and sediment controls, the project must have BMPs in place to keep other construction-related wastes and pollutants out of the storm drains. Such practices include, but are not limited to: filtering water from dewatering operations, providing proper washout areas for concrete trucks and stucco/paint contractors, containing wastes, managing portable toilets properly, and dry sweeping instead of washing down dirty pavement.

It is the responsibility of the property owner to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the project proponent should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project proponent may wish to conduct settling column tests in addition to other soils testing on the site, to ascertain whether conventional BMPs will work for the project.

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Central Valley Regional Water Quality Control Board (Regional Board).

POST-CONSTRUCTION STORMWATER QUALITY CONTROL MEASURES

Development and urbanization can increase pollutant loads, temperature, volume and discharge velocity of runoff over the predevelopment condition. The increased volume, increased velocity, and discharge duration of stormwater runoff from developed areas has the potential to greatly accelerate downstream erosion and impair stream habitat in natural drainage systems. Studies have demonstrated a direct correlation between the degree of imperviousness of an area and the degradation of its receiving waters. These impacts must be mitigated by requiring appropriate runoff reduction and pollution prevention controls to minimize runoff and keep runoff clean for the life of the project.

The County requires that projects include source and/or treatment control measures be installed on selected new development and redevelopment projects. Source control BMPs are intended to keep pollutants from contacting site runoff. Examples include "No Dumping-Drains to Creek/River" stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants, so that rainfall does not contact the pollutants. Treatment control measures are intended to remove

pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption. The project proponent should consider the use of "low impact development" techniques to reduce the amount of imperviousness on the site, since this will reduce the volume of runoff and therefore will reduce the size/cost of stormwater quality treatment required. Examples of low impact development techniques include pervious pavement and bioretention facilities.

The County requires developers to utilize the Guidance Manual for On-Site Stormwater Quality Treatment Control Measures (January 2000) ("On-Site Manual") in selecting and designing post-construction facilities to treat runoff from the project. The current On-Site Manual will be superseded by a new Stormwater Quality Design Manual scheduled out in late 2007 which will provide additional requirements and options for reducing and treating site runoff. Background on the County's requirements for post-construction stormwater quality treatment controls, along with several downloadable publications, can be found at: <http://www.msa.saccounty.net/sactostormwater>.

The final selection and design of post-construction stormwater quality control measures is subject to the approval of the County Department of Water Resources

AIR QUALITY

The Sacramento metropolitan area is currently designated as a non-attainment area for both federal and State ozone and particulate matter air quality standards, and is one of the top ten worst air quality areas in the nation. In Sacramento County, pollutants of greatest concern are ozone precursors [reactive organic gases (ROG) and nitrogen oxides (NO_x)], carbon monoxide (CO), particulate matter (PM), and other visibility reducing matter.

OZONE

Ozone is not a directly emitted pollutant, but is formed by a chemical reaction between oxides of nitrogen (NO_x) and reactive organic gases (ROG) in the presence of heat and sunlight over time. Ozone is primarily a summer air pollution problem. The time required for ozone formation allows the reacting compounds to spread over a large area, producing a regional pollution concern. The principal sources of ozone precursors (ROG and NO_x) are the combustion of fuels and the evaporation of solvents, paints, and fuels.

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections. Even at very low levels, ground-level ozone can trigger a variety of health problems including aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses like pneumonia and bronchitis. Children and others

who are physically active outdoors in the summertime are particularly susceptible to the effects of ozone.

CARBON MONOXIDE

Carbon monoxide (CO) is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. Individuals with cardiovascular limitations are sensitive to CO at low levels. At higher concentration levels anyone can experience visual problems, dizziness, and difficulty learning or performing complex tasks.

In the Sacramento area, high CO levels develop primarily during winter when winds are calm and a ground level temperature inversion is in place, resulting in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures. CO is a directly emitted pollutant, with concentrations typically highest near major thoroughfares and heavily congested urban streets.

PARTICULATE MATTER

Health concerns associated with suspended particulate matter focus on particulate matter that is less than 10 microns in diameter (PM₁₀,) since those particulates are small enough to reach the lungs when inhaled. Scientific studies have linked these particles with aggravated asthma, increases in respiratory symptoms like coughing and difficult or painful breathing, chronic bronchitis, decreased lung function, and premature death.

Particulate matter conditions in Sacramento County are a result of a mix of urban and rural sources, including vehicle exhaust emissions, dust suspended by vehicle traffic and construction activities, wood burning fireplaces, agricultural activities, industrial emissions, and secondary aerosols formed by reactions in the atmosphere.

THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant effect on the environment if it will violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. SMAQMD has adopted significance thresholds for CEQA projects within the District. These thresholds are used to determine the significance of project-related air quality impacts. The thresholds are defined as:

- 85 pounds per day (ppd) of NO_x for short-term construction emissions
- 65 ppd of NO_x and 65 ppd of ROG for long-term operational emissions
- CO, PM₁₀, and other pollutants that cause exceedance of the applicable state ambient air quality standard (CAAQS), or contribute substantially to an existing or

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projected exceedance of the applicable CAAQS. A contribution is considered substantial if it equals or exceeds 5% of the CAAQS.

IMPACTS AND ANALYSIS

The applicant has provided an Air Quality report prepared for the project by Jones and Stokes (Appendix G). The Air Quality report analyzed the air quality impacts associated with the proposed project. Reclamation of the site to 49 feet elevation will occur as part of the existing approved mining plan which has been previously analyzed. The impacts of this project are those associated with construction and fill that occurs above the 49 foot elevation. This will require the import of approximately 423,000 cubic yards of fill, grading and compacting the project site. This will require up to 46 on-road bottom dump trucks placing 9,000 cubic yards of soil a day over 47 days during peak earthwork.

The earthwork will be conducted in five phases and take approximately 60 working days to complete. Building on-site will also be in phases with the first phase consisting of the commercial development along Bradshaw Road. Residential construction is expected to commence shortly after the commercial construction.

CONSTRUCTION IMPACTS

The Air Quality report calculated estimated mass emissions related to the site preparation and grading. Table IS-9 provides the grading phases and equipment list used in the Air Quality report and Table IS-10 provides the estimated NO_x emissions and mitigation fees.

As shown by Table IS-10 the project will exceed the significance threshold of 85 Lbs/day for NO_x. This is a significant impact that can be reduced to less than significant levels with mitigation. The construction phase of the project will contribute to approximately 9,451 pounds of NO_x above what is allowed based on the 85 lbs/day threshold. This will require mitigation not only to improve the fleet efficiency by 20% but also requiring payment of a mitigation fee to purchase offsets from the SMAQMD. According to Tim Rimpo with Jones and Stokes, the required 20% improved fleet efficiency was already modeled into the emissions results; therefore, no additional 20% reduction to the overages is required in establishing the fee of \$67,577.62. However, since the preparation of the Air Quality report, the air district has added the requirement for a 5% administrative fee for projects paying the fee. Therefore the new mitigation fee will be \$70,956.50. The mitigation fees are used to fund emission reduction programs in the Sacramento Region such as installing a new engine in an older piece of construction equipment or retrofitting a residential dwelling unit with an EPA certified wood-stove in place of a non-certified wood burning appliance.

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Table IS-9 Aspen IV Grading Phases and Equipment List

Grading Activities and Equipment	Phase I Days 1-5 (5 Days)	Phase II Days 6-12 (6 Days)	Phase III Days 13-49 (36 Days)	Phase IV Days 44-48 (5 Days)	Phase V Days 49-57 (8 Days)
Activity					
Compact Original Grade	X	X			
Haul Import		X	X	X	
Load Out Import w/ Excavator		X	X	X	
Place and Compact Import		X	X	X	
Maintain Streets or Haul Roads		X	X	X	
Finish Super Pad				X	X
Off-Road Equipment					
CAT 825H Soil Compactor	2	4	2	2	
CAT 14 G&H Motor Grader w/ Ripper	2	5	3	5	2
CAT 623G Water Wagon	2	4	2	2	
John Deere 8570 Tractor	2	2			
Komatsu PC 750 LC		2	2	2	
CAT DSR Tractor w DZ & Ripper		2	2	2	
CAT 615C II Scraper				2	2
On-Road Equipment					
Pickup - 3/4 Ton (325 HP)	1	2	2	3	3
Water Truck	2	5	3	5	2
Bottom Dump Truck		46	46	46	
Street Sweeper		1	1	1	

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Table IS-10 NO_x Emissions and Mitigation Fees Associated with Project Construction

Phase	Activity	Duration	Emissions		Threshold lbs/day	Excesss lbs/day ^b	Mitigation Fee ^c		
			lbs/hour	lbs/day ^b			\$/day	Estimated Fee ^d \$/phase	
1	Site Grading	5 days	13.0	104.2	85	19.2	\$137.27	\$686.35	
2	Site Grading	6 days	46.1	368.9	85	283.9	\$2,030.24	\$12,181.42	
3	Site Grading	36 days	33.1	265.1	85	180.1	\$1,287.66	\$46,355.81	
4	Site Grading	5 days	39.8	318.7	85	233.7	\$1,670.81	\$8,354.04	
5	Site Grading	8 days	6.8	54.3	85	0.0	-	-	
6	Building Construction	3 years	9.3	74.3	85	0.0	-	-	
Total								\$67,577.62	
^a Earthwork (phases 1-5) assumes a construction date of 2007. ^b A standard work day of 8 hours is assumed. ^c SMAQMD mitigation fee is \$14,300 per ton (\$7.15/lbs) for NO _x emissions above 85 lbs/day. ^d Estimated mitigation fee is based on the estimated duration of each phase and assumes an 8-hour workday. Actual fee is a function of the true duration of each phase and the number overtime hours worked. Hours worked in excess of 8 per day would result in additional fees of \$93.13/hour for Phase 1, \$329.74/hour for Phase 2, \$236.93 for Phase 3, and \$284.82 for Phase 4.									

The Air Quality study modeled the expected particulate matter emissions related to the construction phase of the project. Without controls, concentrations of 2.6 micrograms per cubic meter (ug/m³) were predicted for the 24-hour average and 0.4 ug/m³ annually. A 75% reduction to these emissions can be achieved with the following mitigation:

1. Enclose, cover or water twice daily all soil piles
2. Water exposed soil with adequate frequency for continued moist soil
3. Water all haul roads twice daily
4. Cover load of all haul/dump trucks securely

This mitigation would result in emissions of 1.9 ug/m³ for the 24-hour average and 0.2 ug/m³ for the annual average. These concentrations are below the SMAQMD significance thresholds and would be less than significant.

OPERATIONAL AIR QUALITY IMPACTS

The air quality report modeled operational air quality impacts using URBEMIS2002 (version 8.7). The area and vehicle emissions were based on the proposed land use and on the trip generation rates provided in the traffic report (Appendix D). The emissions were based on the assumption that no wood burning appliances would be

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allowed. As shown by Table IS-11 the project's emissions are below the significance thresholds and are considered less than significant with mitigation prohibiting wood burning fireplaces and woodstoves.

Table IS-11 ROG and NOx Emissions Associated with Project Operation (lbs/day)

Seasonal Emissions	Unmitigated	
	ROG	NOx
Area Sources - Summer	23.5	6.1
Vehicle Emissions - Summer	26.4	27.0
Total - Summer	49.9	33.1
Area Sources - Winter	21.7	9.3
Vehicle Emissions - Winter	25.7	40.4
Total - Winter	47.4	49.6
Significance Level	65.0	65.0
Emissions are for 2015 and are based on URBEMIS2002, version 8.7. The URBEMIS output can be found in the air quality appendix.		

BIOLOGICAL RESOURCES

The applicant has provided a Biological Resources Assessment for the property prepared by Foothill Associates dated October 9, 2006 (Appendix H). The project site is highly disturbed with regular activity from heavy vehicles and earth movement associated with the mining activities that take place on the project site. Certain portions of the project site have gone undisturbed long enough to support vegetation, and may provide temporary habitat for a number of animal species, however all surface areas of the project site will be disturbed and buried beneath several feet of fill as part of the approved aggregate mining reclamation plan. The environmental effects of the mining operation's reclamation plan were covered by previous documents during the mining approval process. Most construction activities on the project site will take place on a reclaimed project site that will be devoid of any potential habitat; however, future construction of an extension of Mayhew Road to serve the residential portion of the project, improvements along Bradshaw Road and off-site improvements to the drainage ditch that runs to Morrison Creek will result in impacts to wetlands and native oak trees.

POTENTIAL WETLAND IMPACTS

The project may affect wetlands along the western property line where a stormwater drainage channel is located. The channel is man-made and trapezoidal, but is not lined with concrete and supports some water loving plants and grassy vegetation (see Plate IS-10). It appears to be routinely cleared of vegetation by maintenance crews using weed-eaters. The channel conveys storm water from development north of the site to Morrison Creek. It would likely be considered jurisdictional by the U.S. Army Corps of Engineers (USACE) due to this connectivity. The project proposes no impacts to the ditch at this time; however, as part of the urbanization of the site allowed by the SPA,

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portions of the ditch would likely be piped in order to extend Mayhew Road further south from Kiefer Boulevard to the site. Additionally, according to the County Department of Water Resources, off-site improvements (consisting mainly of culvert improvements) to this ditch will be required by the applicant so that the project's stormwater flows can be appropriately discharged. Any undergrounding will most likely occur at the time a subdivision map is submitted for the residential portion of the site but off-site improvements may be required upon project approval because of the potential commercial development allowed without further maps. Site investigation and a review of California Natural Diversity Database records did not indicate the presence of any sensitive species in the drainage channel. Modifications of the channel will likely require USACE section 404 permits and possibly state permits. The level of impact will depend on future plans and how far Mayhew Road is extended south. Mitigation has been included requiring 1:1 compensation for the loss of any wetland acreage not mitigated at 1:1 under the federal or state permitting process. With mitigation, impacts are less than significant.

POTENTIAL TREE IMPACTS

Site investigation has revealed that there are three important trees that will be potentially impacted by the project. Two of the trees, are located near each other on the unimproved portion of the Mayhew Road right-of-way on the western side of the project. They are an 8-trunked 32-inch (4, 4.75, 3, 3, 7, 4.5, 3, 2.5) black walnut in fair condition and a 12-trunked, 54-inch (6,6,6,6,6,3,2,5,6,3,4,1) interior live oak in fair condition. The other tree is a 5-trunked, 26-inch (10, 10, 6, 5, 8) valley oak in fair condition located on the eastern boundary of the project along Bradshaw Road. The approximate location of the trees is indicated on Plate IS-11 below. Like the drainage channel described above, the two trees on the Mayhew right-of-way will likely be removed when Mayhew Road is extended further south from Kiefer Boulevard to the site. This will most likely occur at the time a subdivision map is submitted for the residential portion of the site. The valley oak along Bradshaw Road will likely be removed or at least severely impacted when Bradshaw Road is widened. Mitigation has been included requiring inch-for-inch compensation for impacts to these trees if their removal (or encroachment over 20%) is required for future improvements. With mitigation tree removal impacts will be less than significant.

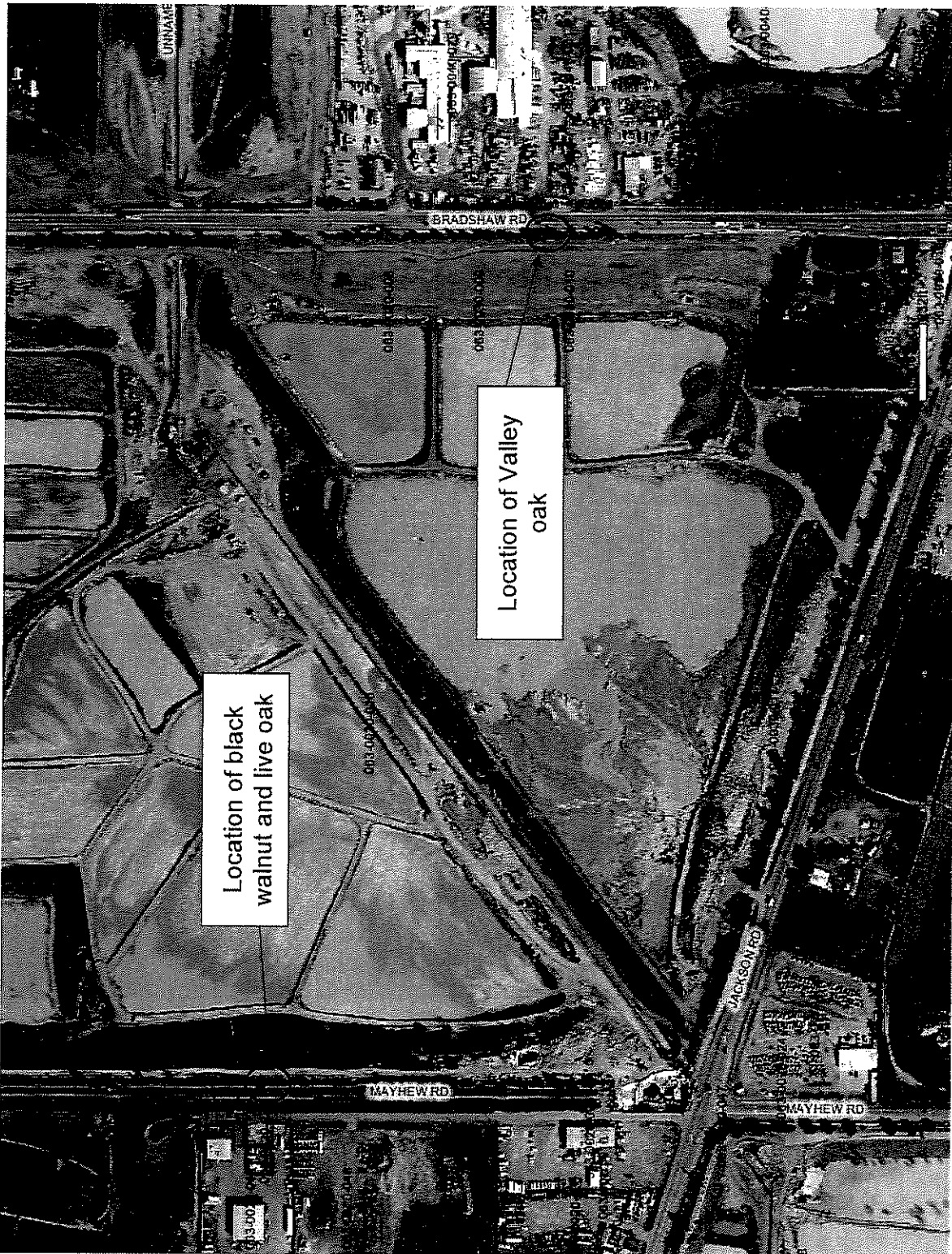
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Plate IS-10 Mayhew Road Drainage Ditch



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Plate IS-11 Locations of Important Trees



REQUESTS/REQUIREMENTS OF VARIOUS AGENCIES

1. Landscape Design and Tree Section

- a. The applicant shall submit complete landscape planting and irrigation plans that are consistent with the requirements of the Water Conservation Ordinance and Zoning Code requirements for frontage landscaping and parking lot shade to this Department for review prior to issuance of building permits for the project.

2. Sacramento Municipal Utility District

- a. Dedicate a standard 12.5 foot Public Utility Easement for underground facilities and appurtenances adjacent to Mayhew Road and Bradshaw Road.
- b. Dedicate a standard 15 foot Public Utility Easement for overhead and underground facilities and appurtenances adjacent to Jackson Highway.
- c. The owner/developer must disclose to future/potential owners the existing or proposed 69kV electrical facilities. SMUD is planning to build a 69 kV overhead line on the north side of Jackson Highway.

3. Pacific Gas and Electric

- a. Dedicate a standard 12.5 foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways, private drives and/or Irrevocable Offer of Dedication.
- b. Gas service may be available to this project if desired. The developer should contact PG&E's Service Planning Department at (916) 386-5112 as soon as possible to coordinate construction so as not to delay the project.

4. Department of Water Resources

- a. Minimum pad/floor elevations shall be required pursuant to the Sacramento County Floodplain Management Ordinance.
- b. If a storm water pump station is proposed, it shall be designed to handle the 500-year storm when the pumps are fully operational and the 100-year storm when the pumps are 50% operational. Further, the pump station on/off switch shall be sensitive to the capacity of the downstream drainage system and be turned off when the receiving capacity is limited due to stormwater runoff.
- c. All vehicular access to the newly created parcels must be at or above the 10-year flood elevation. There shall be an evacuation route out of the development that is passable in the 100 year and 500 year flood, with pump operating as described above.

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- d. All areas that will be preserved for detention of the 100-year floodplain shall be designated as such and an easement shall be applied thereupon.
- e. Provide drainage easements and install facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code.
- f. Provide a floodplain easement pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards.
- g. Offsite drainage improvements and easements shall be provided pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards.
- h. Incorporate stormwater quality measures in conformance with applicable County ordinances & standards, and state and federal law pursuant to Table 2-1 of the County of Sacramento "Guidance Manual for On-Site Stormwater Quality Control Measures." The project may implement low impact development design pursuant to and consistent with "Start at the Source," latest edition as published by BASMAA. Such implementation may be able to reduce the stormwater quality treatment requirement.
- i. Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of DWR not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet.

5. Sacramento Metropolitan Fire District

See Appendix I

6. Department of Transportation

- a. Grant the County right-of-way for Bradshaw Road based on a 108-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.
- b. Grant the County right-of-way for Jackson Road based on a 108-foot standard or other standard in place at time of development to the satisfaction of SacDOT and Caltrans and install public street improvements pursuant to the Sacramento County Improvement Standards and to the satisfaction of SacDOT and Caltrans.

Note: On May 6, 2008, DERA, SacDOT, Caltrans and the project's applicant and traffic engineer met and agreed that a

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108-foot dedication is appropriate at this time, with the understanding that additional dedication may be necessary at the time of future development/entitlements and that the County, Caltrans and Regional Transit will be working together to jointly determine ultimate improvements and right-of-way needs for the Jackson Corridor.

- c. The size, number, and location of driveways shall be to the satisfaction of the Department of Transportation. Note: Driveway widths shall be a minimum of 45 feet.
- d. Dedicate additional right-of-way on Jackson Road and Bradshaw Road for intersection widening pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.
- e. Annex the subject properties to the County of Sacramento, Community Facilities District 2004-2 to support the maintenance of the landscaped areas/open space. The applicant shall dedicate the landscaped lots with landscape improvements to the County of Sacramento. Dedication shall occur after the annexation process is complete and not before. The annexation process takes approximately 6-months to complete. Contact Steve Hong 874-5368, Infrastructure Finance Section, Municipal Services Agency to initiate the annexation process. Final map recordation will not be approved until the annexation is complete.

7. Development and Surveyor Services

- a. Dedicate a standard 12.5-foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways, private drives and/or Irrevocable Offer of Dedication (IOD).
- b. Grant the County right-of-way for Bradshaw Road and Jackson Road based on a 108-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards.
- c. Grant the County right-of-way for Mayhew Road, based on an 84-foot standard and install public street improvements pursuant to the Sacramento County Improvement Standards.

8. Sacramento County Airport System

- a. Provide notification in the Public Report prepared by the California Department of Real Estate disclosing the fact to prospective buyers that the parcel is located within the Mather Airport Policy Area.
- b. Provide an Avigation Easement prepared by the Sacramento County Counsel's Office granted to the County of Sacramento and recorded with the

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Sacramento County Recorder and file with Department of Airports. Such Avigation Easement shall acknowledge the property location within the Mather Airport Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport.

9. Sacramento Area Sewer District (Formerly CSD-1) and Sacramento Regional County Sanitation District

See Appendix J

10. California American Water District

- a. To provide water delivery for the proposed development, conveyance improvements will be required in the form of pipeline extensions as follows:
 - 12-inch main in Bradshaw Road from just north of Conservation Road to Kiefer Boulevard.
 - 16-inch main in Bradshaw Road from Kiefer Boulevard to Jackson Road
 - 16-inch main in Jackson Road from Bradshaw Road to Mayhew Road
 - 12-inch main in Mayhew Road from Jackson Road to Oxwood Drive
- b. If the project is to be constructed in phases, with the commercial expansion accomplished ahead of the residential development, interties to the existing system will be required at the following two locations:
 - 12-inch main in Mayhew Road from Oxwood Drive
 - 16-inch main in Bradshaw Road from Kiefer Boulevard

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures A, B, C, E and F are critical to ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

The property owner previously acknowledged that project development creates the potential for significant environmental impact and agreed to implement the mitigation measures, which are intended to reduce potential impacts to a less than significant

level. The original IS/MND was signed by Randall Sater, President of Stonebridge Properties, representing the project applicant, on March 12, 2008.

MITIGATION MEASURE A: BIRD AIR STRIKE HAZARDS

In order to minimize the potentially significant attraction of hazardous wildlife in the vicinity of Mather Airport the following mitigation is required:

1. The project design shall utilize either a dry detention basin that drains the design storm in 48 hours or an underground basin. Above ground retention basins shall be prohibited.
2. The final adopted SPA shall contain a tree and vegetation palette which has been evaluated and approved by the Sacramento County Airport System that minimizes wildlife attractants.

MITIGATION MEASURE B: TRAFFIC IMPACTS CUMULATIVE CONDITION (2025) NO MAYHEW ROAD TO SR16 CONNECTION

Pay a fair share towards the following improvements:

1. Install a right-turn lane on the eastbound Kiefer Boulevard approach to the Bradshaw Road / Kiefer Boulevard intersection and install a right-turn overlap traffic signal phase on that approach (6%).
2. Install a third through lane on northbound and southbound Bradshaw Road at Bradshaw Road between Kiefer Boulevard and SR 16 (4%).

MITIGATION MEASURE C: TRAFFIC IMPACTS CUMULATIVE CONDITION (2025) WITH MAYHEW ROAD TO SR16 CONNECTION

Pay a fair share towards the following improvements:

1. Install a right-turn lane on the eastbound Kiefer Boulevard approach to the Bradshaw Road/Kiefer Boulevard intersection and install a right-turn overlap traffic signal phase on that approach (5%).
2. Install a traffic signal, two through lanes on eastbound and westbound SR 16 through the intersection (a total of three through lanes), add a single right-turn lane on the westbound SR 16 approach, and left-turn and right-turn lanes on the northbound and southbound Mayhew Road approaches to the Mayhew Road/SR 16 intersection (2%).
3. Install a second through lane and left-turn lane on the westbound Kiefer Boulevard approach, and add a second departure lane on westbound Kiefer

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Boulevard and southbound Mayhew Road to the Mayhew Road/Kiefer Boulevard intersection (10%).

4. Install a third through lane on northbound and southbound Bradshaw Road at Bradshaw Road between Kiefer Boulevard and SR 16 (4%).

. MITIGATION MEASURE D: ADDITIVE NOISE

All future residential areas on the site shall be designed to comply with the General Plan Noise Element standards of 65 dB L_{dn} or less for residential outdoor activity areas and 45 dB Ldn or less for interior noise at residences. Additionally, the site shall be designed such that the noise levels from non-transportation noise sources do not exceed 50 dB L_{50} and 70 dB L_{max} at nearest residential property lines. Prior to approval of Improvement Plans and residential building permits, provide an acoustical analysis, prepared by a qualified acoustical consultant and verified by the Department of Environmental Review and Assessment, that substantiates that the General Plan Noise Element standards cited above will be met when the additive noise environment and the interplay of the built environment with the varying land elevations of the site is considered. The acoustical analysis shall analyze final grading elevations and the singular and additive effects of noise from the following sources:

- 2025 traffic noise levels for Bradshaw Road, SR 16, and Mayhew Road
- Airport noise from Mather Airport
- Mining equipment, conveyors, prewash facilities, and any other noise associated with mining activities.
- High school noise

MITIGATION MEASURE E: SOILS AND GEOLOGY

Implement the recommendations contained in the Wallace Kuhl report (Appendix F of the Initial Study) and provide proof of the implementation through documentation by a qualified geotechnical consultant. The documentation shall be provided to the Department of Environmental Review and Assessment for approval prior to issuance of occupancy permits.

MITIGATION MEASURE F: AIR QUALITY

1. Pay \$70,956.50 to the Sacramento Metropolitan Air Quality Management District to mitigate for construction emissions.
2. To reduce the dust and control particulate matter the following mitigation is required:

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- Enclose, cover or water twice daily all soil piles
 - Water exposed soil with adequate frequency for continued moist soil
 - Water all haul roads twice daily
 - Cover load of all haul/dump trucks securely
3. Only natural gas fireplaces and/or hearths shall be allowed. No wood burning appliances are permitted.

MITIGATION MEASURE G: TREE IMPACTS

If future street improvements necessitate the removal of or encroachment on the valley oak, live oak or black walnut (general location provided in Plate IS-11 of the Initial Study) then compensation shall be made by planting native oak trees (either valley oak/*Quercus lobata*, blue oak/ *Quercus douglasii* and/or interior live oak/*Quercus wislizenii*) or native black walnuts (for the walnut tree only) equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Department of Environmental Review and Assessment. On-site preservation of native oak trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Compensation for trees that experience encroachment into their protected dripline zones is not required when encroachment is less than 20%; between 20 and 50% encroachment, partial impact is assessed based on the percentage of impact multiplied by the dbh. When encroachment is 50% or more, impact is assessed at 100% because the tree will likely rapidly decline and die.

Equivalent compensation based on the following ratio is required:

- one preserved native oak tree < 6 inches dbh on-site = 1 inch dbh
- one D-pot seedling (40 cubic inches or larger) = 1 inch dbh
- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

Replacement tree planting shall be completed prior to the issuance of building permits or a bond shall be posted by the applicant in order to provide funding for purchase, planting, irrigation, and 3-year maintenance period, should the applicant default on replacement tree mitigation. The bond shall be in an amount equal to the prevailing rate of the County Tree Preservation Fund.

Prior to the approval of Improvement Plans or building permits, a Replacement Oak Tree Planting Plan shall be prepared by a certified arborist or licensed landscape

**ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT, COMMUNITY PLAN
AMENDMENT, REZONE, URBAN POLICY AREA AMENDMENT, TENTATIVE SUBDIVISION MAP,
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architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Oak Tree Planting Plan(s) shall include the following minimum elements:

1. Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved
2. Method of irrigation
3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage
4. Planting, irrigation, and maintenance schedules;
5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement oak trees which do not survive during that period.
6. Designation of 20 foot root zone radius and landscaping to occur within the radius of oak trees < 6-inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single family lots (including front yards), and roadway medians.

Oak trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding, utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA Certified Arborist subject to Department of Environmental Review and Assessment approval.

If oak tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of \$325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

MITIGATION MEASURE H: WETLAND IMPACTS

In order to assure no-net-loss of wetland acreage, function or values associated with the drainage channel located along the Mayhew Road right-of-way on the western boundary of the site and continuing south to Morrison Creek, the following mitigation is required:

Prior to any channel improvements or any project related disturbance within 50 feet of the drainage channel for both its on and off-site reaches, the applicant shall obtain all applicable permits from the U. S. Army Corps of Engineers (USACE) and shall pay to the County of Sacramento an amount based on a rate of \$35,000 per acre of wetlands lost if less than 1:1 replacement/compensation occurs through the Federal permitting process. Any payment due shall be collected by the Department of Planning and Community Development and deposited in the Wetlands Restoration Trust Fund. A copy of any required USACE permits and verification of any required payment shall be submitted to the Department of Environmental Review and Assessment.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Department of Environmental Review and Assessment staff costs incurred during implementation of the MMRP. The MMRP fee for this project is \$7,500.00. This fee includes administrative costs of \$590.00.
2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

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INITIAL STUDY PREPARERS

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Division Manager: Catherine Hack
Project Leaders: Nathan Bello & John Lundgren
Initial Review: Robert DeMorales
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REVISED INITIAL STUDY CHECKLIST

**FOR ASPEN IV SPECIAL PLANNING AREA GENERAL PLAN AMENDMENT,
COMMUNITY PLAN AMENDMENT, REZONE, URBAN POLICY AREA
AMENDMENT, TENTATIVE SUBDIVISION MAP, ZONING ORDINANCE
AMENDMENT, AND AFFORDABLE HOUSING PLAN**

CONTROL NUMBER: 06-GPB-CZB-SDP-ZOB-AHS-0396

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. The words "significant" and "significance" used throughout the following checklist are related to impacts as defined by the California Environmental Quality Act.

INITIAL STUDY CHECKLIST

	Potentially Significant ¹	Less Than Significant with Mitigation ²	Less Than Significant or No Impact ³	Comments
1. LAND USE - Would the project:				
a. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	The project is consistent with environmental policies of the Sacramento County General Plan and Sacramento County Zoning Code. The project site is designated as Agriculture – Urban Reserve in the General Plan. While this is an Open Space land use designation it is considered a temporary designation pending future urbanization. The project proposal results in designation of approximately 41 acres of open space on-site. See the Land Use section of the Initial Study for details.
b. Physically disrupt or divide an established community?			X	The project will not create physical barriers that substantially limit movement within or through the community.
2. POPULATION/HOUSING - Would the project:				
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X	The project is located in an area of urban uses/growth. Development of the site and the associated extension of public infrastructure to serve the site would not result in substantial unplanned population growth. See the Land Use section of the Initial Study for a discussion of the minor extension of the Urban Policy Area requested by the project.
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?			X	The project site is an active mining area (now a pre-wash facility) and contains no housing units. The project will not result in the removal of existing housing but instead result in designation of 49 acres of land for mixed use residential. See the Land Use section of the Initial Study for a discussion of affordable housing. The project will not destroy communities nor provide preferential extension of services at the expense of others.

	Potentially Significant ¹	Less Than Significant with Mitigation ²	Less Than Significant or No Impact ³	Comments
3. AGRICULTURAL RESOURCES - Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?			X	The project site is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor does it contain prime soils.
b. Conflict with any existing Williamson Act contract?			X	No Williamson Act contracts apply to the project site.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?			X	The project does not occur in an area of agricultural production.
4. AESTHETICS - Would the project:				
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?			X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	Construction will not substantially degrade the visual character or quality of the project site.
c. Create a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X	A new source of light and glare may be introduced as a result of the project. Compliance with development and lighting standards contained in the Sacramento Zoning Code and the proposed Special Planning Area should insure impacts are less than significant.
5. AIRPORTS - Would the project:				
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?			X	The project is located within the safety zone of Mather Airport. Refer to the Safety Zones Section of the Land Use Section of the Initial Study.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?			X	The project is located in the vicinity of Mather Airport. Refer to the Noise Zones section of the Land Use section of the Initial Study.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?		X		The project is located in the vicinity of Mather Airport. Refer to the Bird Air strike Hazards section of the Land Use section of the Initial Study.

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezoning, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant ^f	Less Than Significant with Mitigation ^g	Less Than Significant or No Impact ^h	Comments
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which results in substantial safety risks?			X	The project does not involve or affect air traffic movement.
6. PUBLIC SERVICES - Would the project:				
a. Have an adequate water supply for full buildout of the project?			X	Water service is provided to the area adjacent to the site by California American Water Company. The site is within the provider's service area, and because the utility serves adjacent properties, water lines are located in streets near the project. Minor facility expansion and improvement is expected. The project is not expected to require new wells or surface water diversions due to its small size as a percentage of the California American service area. Water supply infrastructure will be installed on the site by the developer. See the Public Services section of the Initial Study for expanded discussion.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X	<p>The project site is located outside but adjacent to the district boundaries for both the Sacramento Regional County Sanitation District (SRCSD) and Sacramento Area Sewer District and the project site will have to be annexed to those districts prior to sewer service being established. The project will not require significant upgrading or expansion of existing service lines or wastewater treatment facilities. See the Public Services section of the Initial Study for expanded discussion.</p> <p>The project will not exceed the capacity of Sacramento Area Sewer District or SRCSD facilities, but, will require expansion of sewer lines into the site. A sewer study is required to demonstrate the quantity of discharge and pipe sizes that will be required. On-site sewer infrastructure will be installed by the developer. Impacts to sewer service are expected to be less than significant. Project conformance with all existing Water Quality Division regulations will minimize project impacts to the existing public sewer system in this area to a less than significant level. See the Public Services section of the Initial Study for expanded discussion.</p>

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezone, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant	Less Than Significant with Mitigation ⁱⁱ	Less Than Significant or No Impact ⁱⁱⁱ	Comments
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	The Sacramento County Integrated Waste Management Plan provides for adequate waste disposal capacity to serve existing and anticipated development until the year 2010. The Keifer Landfill has capacity to accommodate solid waste until the year 2030.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X	The project would not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities but will require the construction of internal infrastructure and connection to adjacent facilities located in the public right of way. See the Public Services section of the Initial Study for expanded discussion.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?		X		Construction of on- and/or off-site drainage facilities would be required. The effects of the proposed on-site detention basin are discussed in the Land Use section (see 5c above) of the Initial Study. Under grounding of an off-site drainage ditch and improvements to the ditch may be required. These impacts are discussed in the Biological Resources section of the Initial Study.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X	Existing electric and natural gas service will adequately support the proposed project.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X	Project would incrementally increase demand for emergency services. However, no substantial adverse physical impacts have been identified.
h. Result in substantial adverse physical impacts associated with the provision of public school services?			X	The project would result in minor increases to student population. However, the increase would not require the construction/expansion of school facilities. Established case law, Goleta Union School District v. The Regents of the University of California (36 Cal-App. 4 th 1121, 1995), indicates that school overcrowding, standing alone, is not a change in the physical conditions, and cannot be treated as an impact on the environment.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?			X	The project would incrementally increase the need for park and recreation services; however, project impacts will not result in substantial adverse physical impacts.

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezone, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant ¹	Less Than Significant with Mitigation ²	Less Than Significant or No Impact ³	Comments
7. TRANSPORTATION/TRAFFIC - Would the project:				
a. Result in a substantial increase in peak hour vehicle trip-ends that could exceed, either individually or cumulatively, a level of service standard established by the County?		X		The projected increase in peak hour vehicle trip-ends attributed to the project may exceed, either individually or cumulatively, a level of service standard established by the County, however, mitigation has been recommended to reduce project impacts. Refer to the Traffic and Circulation section of the Initial Study.
b. Result in a substantial adverse impact to access and/or circulation?			X	The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are considered less than significant.
c. Result in substantial adverse impact due to inadequate parking capacity?			X	The project will be required to comply with County Zoning Code parking requirements.
d. Result in a substantial adverse impact to public safety on area roadways?			X	The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance impacts are considered less than significant.
e. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	No conflicts with adopted policies, plans, or programs supporting alternative transportation have been identified.
8. AIR QUALITY - Would the project:				
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?		X		Vehicular emissions are the primary source of pollutants in the Sacramento area. Once the project is built, it will contribute to increased vehicular emissions but will not exceed applicable air quality thresholds established by the Sacramento Metropolitan Air Quality Maintenance District for the operational (as built) phase of the project provided that mitigation prohibiting wood burning appliances is required Mitigation, including payment of a fee is also required to reduce the impacts of dust and construction vehicle emissions during the construction phase of the project. See the Air Quality section of the Initial Study.

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezone, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant ¹	Less Than Significant with Mitigation ²	Less Than Significant or No Impact ³	Comments
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X	The project will not expose sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) to pollutant concentrations in excess of standards.
c. Create objectionable odors affecting a substantial number of people?			X	Objectionable odors are not expected from the proposed project.
9. NOISE - Would the project:				
a. Result in exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?		X		The Initial Study does not indicate that the project will result in exposure of persons to, or generation of, noise levels in excess of applicable standards based on singular noise sources. However, there is a complex interplay of several noise sources and the grade differences of the proposed project site present a complex modeling scenario. Mitigation is included requiring that all residential developments on the subject property be designed to meet the noise requirements of the general plan noise element as substantiated by an acoustical analysis prior to the issuance of building permits. Refer to the Noise section in the text of the Initial Study.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X	Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is considered less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).
10. HYDROLOGY AND WATER QUALITY - Would the project:				
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X	The project will not substantially increase water demand over the existing use.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	A drainage study was prepared for the project indicating that it will not result in flooding on- or off-site. Compliance with applicable requirements of the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards should insure impacts are less than significant.

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezoning, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant ¹	Less Than Significant with Mitigation ²	Less Than Significant or No Impact ³	Comments
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X	The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area but has been identified by the County as being in a local flood hazard area. Accordingly, minimum floor pad elevations will be required pursuant to the Sacramento County Floodplain Management Ordinance. Due to the unique drainage considerations involving redevelopment in a mining pit (pump stations, runoff, hydrology) and constraints on downstream drainage capacity, a detailed drainage study was prepared for the project.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X	The project site is not within a 100-year floodplain.
e. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	The project will not expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
f. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X	Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Drainage Ordinance and Improvement Standards.
g. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X	The project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality. Sacramento County has been issued a National Pollutant Discharge Elimination System (NPDES) Stormwater Permit by the Central Valley Regional Water Quality Control Board which requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable. The County complies with this permit by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County. These requirements apply to both private and public projects. Along with other efforts, the County enforces the Stormwater Ordinance and Land Grading and Erosion Control Ordinances (Chapters 15.12 and 14.44 of the County Code respectively). These ordinances prohibit the discharge of non-stormwater to the stormwater conveyance system and surface waters and require erosion and sediment control measures for construction

	Potentially Significant	Less Than Significant with Mitigation ^h	Less Than Significant or No Impact ⁱⁱ	Comments
				<p>sites disturbing one or more acres.</p> <p>In addition to complying with the County's ordinances and requirements, construction sites disturbing one or more acres are required to comply with the State's General Stormwater Permit for Construction Activities. Select industrial and commercial activities must also comply with the State's General Stormwater Permit for Industrial Activities; the requirements of which may affect site layout and design. The General Stormwater Permits are enforced by the Central Valley Regional Water Quality Control Board. Both require preparation and implementation of a Stormwater Pollution Prevention Plan for the site.</p>
11. GEOLOGY AND SOILS - Would the project:				
<p>a. Expose people or structures to substantial risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?</p>			X	<p>Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will assure less than significant impacts.</p>
<p>b. Result in substantial soil erosion, siltation or loss of topsoil?</p>		X		<p>The proposed redevelopment of an aggregate mining pit will pose some geotechnical challenges, such as dealing with clay and silt washings. A geotechnical engineering report was prepared for the project site by Wallace Kuhl & Associates Inc (Appendix F of Initial Study). The report looked at seismic, soil and groundwater conditions of the project site and made recommendations based on site-specific factors. The report found that seismically, the project is located in an area for relatively low risk due to the distance from Type "A" or "B" faults (>9 miles).</p> <p>As part of the currently approved aggregate mining reclamation plan, the proposed project will be greatly elevated from existing conditions with imported fill materials. Due to the history of the project site and the amount of fill that will occur prior to construction, Wallace Kuhl & Associates made many recommendations for site preparation, engineered fill placement, utility trench backfill, foundation design, interior floor slab support, floor slab moisture penetration resistance, exterior flat work, surface drainage, pavement design and earthwork</p>

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezoning, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant ¹	Less Than Significant with Mitigation ²	Less Than Significant or No Impact ³	Comments
				testing. Due to the extensive engineering requirements, mitigation is recommended that prior to the approval of building or improvement plans for any portion of the project site, documentation from a qualified geotechnical consultant shall be submitted to the Department of Environmental Review and Assessment indicating that the recommendations of the Wallace Kuhl report have been implemented. With mitigation, impacts related to geology as a result of the proposed project will be less than significant.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?		X		See 11b
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?			X	A public sewer system is available to serve the project.
e. Result in a substantial loss of an important mineral resource?			X	The important aggregate resources located on-site have already been extracted.
f. Directly or indirectly destroy a unique paleontological resource or site?			X	No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
12. BIOLOGICAL RESOURCES - Would the project:				
a. Have a substantial adverse effect on any special status species?			X	No special status species are known to exist on or utilize the project site.
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community?			X	No sensitive natural communities occur on the project site nor is the project expected to affect natural communities off-site.

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezone, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant	Less Than Significant with Mitigation ⁱⁱ	Less Than Significant or No Impact ⁱⁱⁱ	Comments
c. Have a substantial adverse effect on wetlands designated as jurisdictional waters of the United States as defined by Section 404 of the Clean Water Act?		X		Potential Jurisdictional wetlands have been identified in the ditch on the west side of the project. Drainage improvements may require undergirding of a portion of the ditch and off-site channel improvements. Mitigation requiring compensation for any loss of wetlands and appropriate state and federal permits has been included. See the Biological Resources section of the Initial Study
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X	The project site is already disturbed by surface mining. Project implementation would not affect native resident or migratory species. Resident and/or migratory wildlife may be displaced by project construction. However, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species..
e. Adversely affect or result in the removal of native or landmark trees?		X		Native trees occur on and adjacent to the project site and may be affected by on and/or off-site construction. Mitigation is recommended to insure impacts are less than significant. Refer to Biological Resources section of the Initial Study.
f. Conflict with any local policies or ordinances protecting biological resources?			X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?			X	There are no known conflicts with any approved plan for the conservation of habitat.
13. CULTURAL RESOURCES - Would the project:				
a. Cause a substantial adverse change in the significance of an historical resource?			X	No historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?			X	No known archaeological resources occur on-site.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X	No known human remains exist on the project site which has already been mined to depth.

Aspen IV Special Planning Area General Plan Amendment, Community Plan Amendment, Rezone, Urban Policy Area Amendment, Tentative Subdivision Map, Zoning Ordinance Amendment, and Affordable Housing Plan

	Potentially Significant	Less Than Significant with Mitigation ^a	Less Than Significant or No Impact ^b	Comments
14. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a. Create a substantial hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	The project does not involve the transport, use, and/or disposal of hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X	See 14.a
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X	The project does not involve the use or handling of hazardous material.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X	The project is not located on a known hazardous materials site.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X	The project would not interfere with any known emergency response or evacuation plan.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Urban Reserve	X		Consistent upon General Plan Amendment
Community Plan	Industrial Reserve (SM)	X		Consistent upon Community Plan Amendment
Land Use Zone	Industrial Reserve (SM)	X		Consistent upon Rezone

- i **Potentially Significant** indicates there is substantial evidence that an effect MAY be significant. If there are one or more "Potentially Significant" entries and Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is actually less than significant or less than significant with mitigation.
- ii **Less than Significant with Mitigation** applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.
- iii **Less than Significant or No Impact** indicates that either a project will have an impact but the impact is considered minor or that a project does not impact the particular resource.

Updated January 31, 2008

ORDINANCE NO. SCZ _____

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SACRAMENTO, AMENDING THE ZONING CODE OF SACRAMENTO COUNTY, ORDINANCE NO. 83-10, AS AMENDED, INCORPORATING THE ASPEN IV SPECIAL PLANNING AREA AS TITLE V, CHAPTER ____, ARTICLE ____

The Board of Supervisors of the County of Sacramento, State of California, does ordain as follows:

SECTION 1. Chapter ____ Article ____ of Title V is hereby added to the Zoning Code of Sacramento County to read as follows:

Zoning Code of Sacramento County

Chapter ____
Article ____

ASPEN IV SPECIAL PLANNING AREA

5XX-200. INTENT. It is the intent of the Board of Supervisors in adopting this Special Planning Area Ordinance to recognize the uniqueness of the Aspen IV SPA for its proximity to the existing Rosemont community, its alignment along two important thoroughfares in Sacramento County, and the significant infill and reuse opportunity it possesses which would not otherwise be available with conventional zoning. The identified land use districts are designed to take advantage of the unique location and topography of the Plan Area, and are designed to create attractive places in which to live, work, and shop.

In addition, this ordinance is intended to provide greater flexibility in permitted and conditionally permitted uses and in applicable development standards to promote a wide variety of housing types of varying densities which are unavailable under typical zoning. Development within the SPA will be required to provide an attractive and visually interesting streetscape, abundant landscaping, and high quality architecture which emphasize good design practice.

As described in the preceding paragraphs, the Aspen IV Special Planning Area has been established to accomplish the following objectives:

- A. Provide housing in the Highway 50 corridor in order to augment the residential base for existing and future employment centers in nearby proximity, thus contributing to a reduction in vehicle miles traveled.

- B. Promote the development of office and commercial uses adjacent to two major regional thoroughfares and in proximity to existing employment centers. The provision of goods and services from this future site will allow for improved commerce and the availability of employment opportunities and retail goods within walking distance of the residential component of the project site.
- C. Create unique housing opportunities within the Rosemont Community which offer features previously unavailable to the community. These features and enhancements make the project unique in its approach and are intended to enhance and provide diversity to the overall character of the surrounding area.
- D. Encourage pedestrian activity and connections to transit by providing open space, trails, and residential and employment oriented uses along a Feeder Line Network as designated by the Sacramento County Transportation Plan.
- E. Promote County policy by providing much needed housing opportunities on an infill site, adjacent to existing services and close to existing employment and public services such as schools, post office, and county services.
- F. Provide for an appropriate transition from industrial mining activities to urban reuse of the property.

5XX-201. APPLICABILITY. The provisions of this Article shall apply to the land area shown on Figure 1, and referred to as the Aspen IV Special Planning Area (SPA). In the event that the Sacramento County Zoning Code and these guidelines conflict, the provisions of this ordinance shall prevail. Unless otherwise specified in this ordinance, the provisions of the Sacramento County Zoning Code shall apply.

5XX-202. DEFINITIONS.

- A. "Plan Area" shall refer to the geographic extent of the Aspen IV Special Planning Area as illustrated by Figure 1.
- B. "Floor Area Ratio (FAR)" shall refer to the floor area ratio of a building whereby the square footage of the building is related to the square footage of the parcel on which it is located. FAR is determined by dividing the gross floor area of all buildings on a lot by the gross area of that lot. For example, a FAR of 2:1 might equate to a 20,000 square foot building located on a 10,000 square foot parcel. In this case, the building would have to be a multi-story structure.
- C. "Townhome" shall refer to a single-family attached residential unit which shares a common wall with an adjoining residential unit.
- D. "Cottage Unit" shall be defined as a small lot single family detached residential unit which is served by a carriage lane or alley.

- E. "Zip Lot" shall be defined as single family detached residential units which have garages alternating between the front and rear of lots with the living spaces pulled forward. In some instances Zip lots require the use of easements to give usable private yards.
- F. "Detention Basin" shall be defined as a temporary holding area for stormwater runoff. Detention basins are generally designed to capture stormwater runoff and drainage from adjacent developments in order to attenuate peak water flows of nearby waterbodies and drainage systems.

5XX-203. EXISTING USES. All existing buildings, structures, equipment, and uses within the Plan Area shall continue to operate under exemption from this ordinance so long as they are consistent with prior project approvals. It is the intent of this SPA to allow the continued use of the existing operations until such time as they are complete and able to transition to the land uses established within the SPA. Existing land uses include but are not limited to the following:

- A. Surface mining and reclamation.
- B. Aggregate pre-wash facility.
- C. Conveyor line and related facilities.
- D. Soil drying beds and ponds.
- E. Water ponds and related facilities.

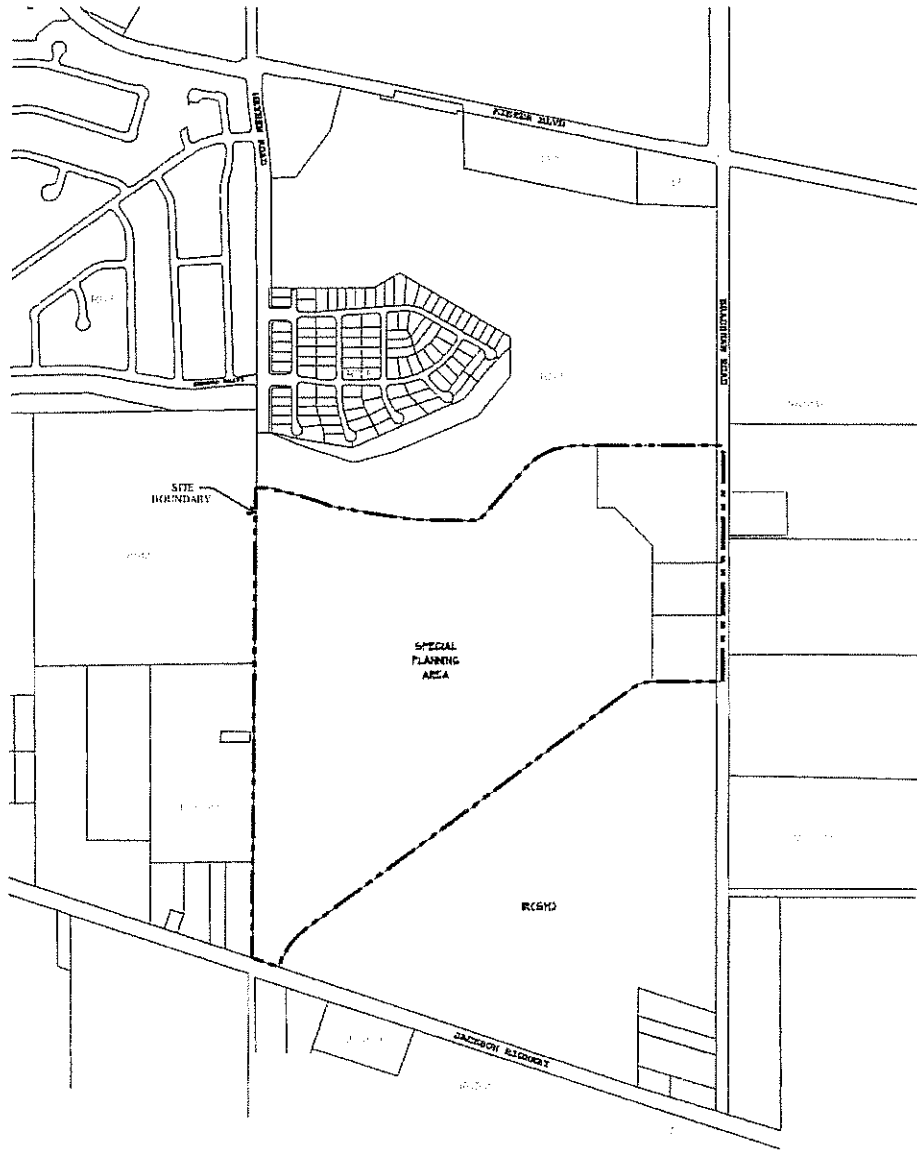
5XX-204. REVIEW AUTHORITY. Dependent upon the type of proposed land use, development within the SPA shall be reviewed and approved according to one of the following methods as outlined in subsections 5XX-204(A), 5XX-204(B), and 5XX-204(C) below. In addition, except as otherwise provided, no building permit shall be issued for any building or structure within the Aspen IV SPA until plans have been reviewed by the County of Sacramento Director of Planning and Community Development and found to substantially conform to this SPA Ordinance, the County of Sacramento Zoning Code and these SPA Guidelines.

- A. Residential Development:** Development of individual home sites shall not occur until a small lot Tentative Subdivision Map has been reviewed and approved by the Sacramento County Project Planning Commission and a final Subdivision Map has been recorded. A single Tentative Subdivision Map shall be processed for all of the residential development area and shall include an Affordable Housing Plan as provided in Section 5XX-204(C) below. Prior to consideration by the Planning Commission, residential projects shall be reviewed and considered by the Rosemont Community Association (RCA). Submission requirements and review procedures for Tentative Subdivision Maps shall be as set forth in Section 22.10.060 of the County Code. Tentative Subdivision Maps submitted for approval shall demonstrate, by appropriate maps and written explanation, the projects consistency with Figure 2 of the Aspen IV SPA and the guidelines contained herein. Final Subdivision Maps may be phased in sub-areas of the approved Tentative Subdivision Map.
- B. Office/Commercial Development:** Applications for office and/or commercial land uses shall require development plan review by the Director of the Planning and Community Development Department as set forth in Title I Sections 110-80 through 110-86, Development Plan Review, of the Sacramento County Zoning Code. Projects submitted for approval shall

demonstrate, by appropriate maps and written explanation, the projects consistency with Figure 2 of the Aspen IV SPA and the guidelines contained herein.

- C. **Affordable Housing Plan:** An Affordable Housing Plan shall be submitted and processed for all of the residential development within the SPA boundaries at the time the Tentative Subdivision Map is submitted and processed for residential development.

FIGURE 1
ASPEN IV
SPECIAL PLANNING AREA
 COUNTY OF SACRAMENTO, CALIFORNIA



LEGEND
 - - - - - ASPEN IV - SPECIAL PLANNING AREA BOUNDARY LINE



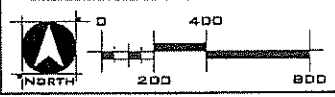
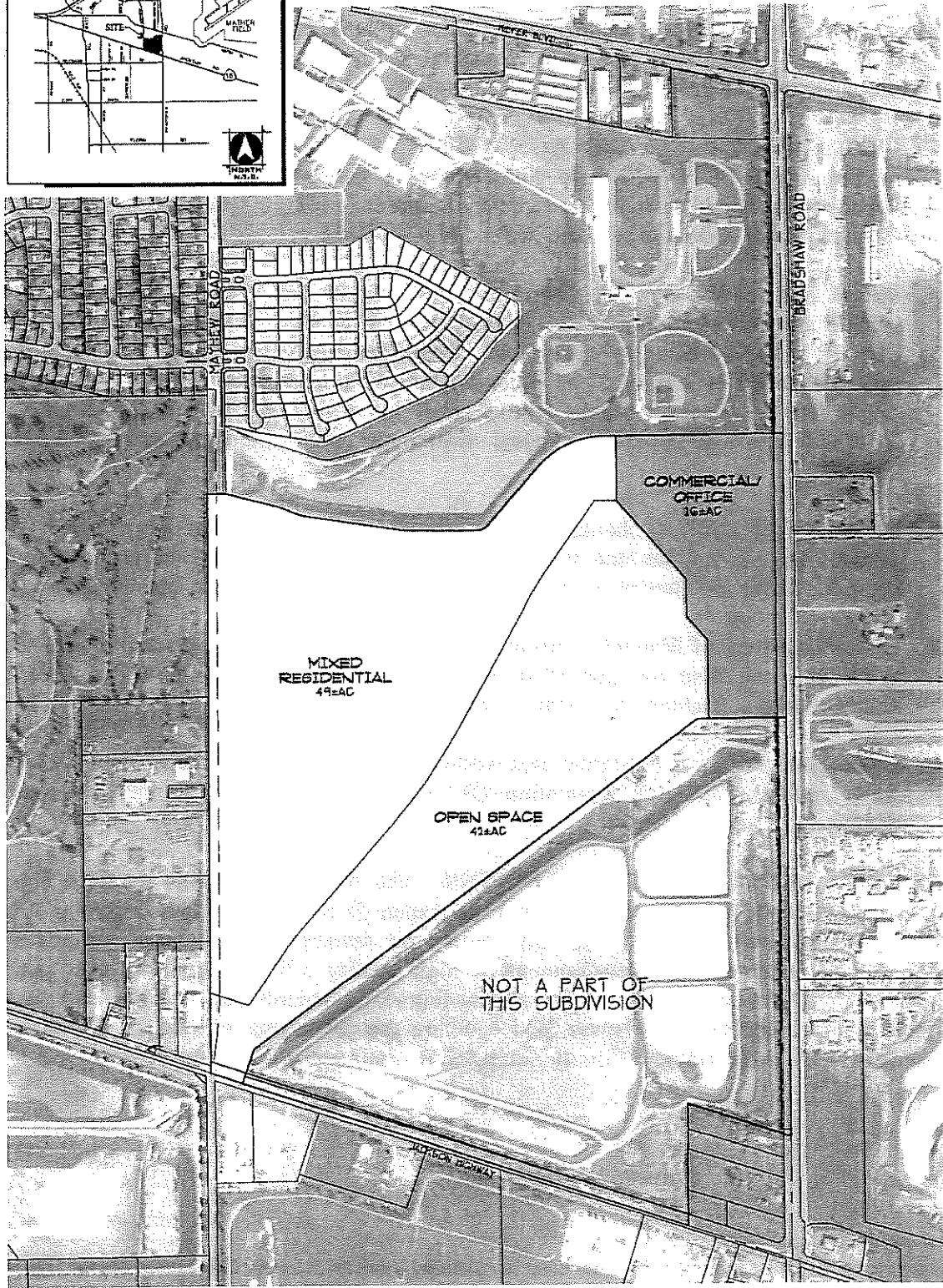
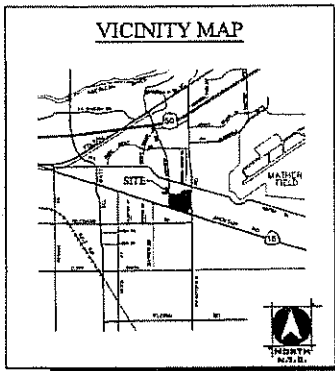
NOTE
 FOR TENTATIVE PLANNING PURPOSES ONLY. ACTUAL DIMENSIONS, EASIS ADJUSTMENTS, ADVERTISEMENTS AND TIE-INS MAY VARY WITH FIELD ACCURATE MAPPING AND DESIGN.

STONE PROPERTIES LLC

WOOD RODGERS
 ENGINEERING - MAPPING - PLANNING - SURVEYING
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 Sacramento, CA 95815 Fax 916.341.7767

FIGURE 1 - SPECIAL PLANNING AREA - ASPEN IV

FIGURE 2
 ILLUSTRATIVE LAND USE PLAN
ASPEN IV - SPA
 COUNTY OF SACRAMENTO, CALIFORNIA



NOTE
 IN PROGRESS SUBJECT TO CHANGE
 THE TENTATIVE PLANNING, UTILITIES, AND TRUCKS THAT VARY WITH FUTURE
 ROAD ALIGNMENTS, ACCESSORIES AND UTILITIES THAT VARY WITH FUTURE
 AGGRADATE PLANNING AND DESIGN.

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 ENGINEERS ARCHITECTS
 2000 N. ST. JAMES ST. SACRAMENTO, CA 95811
 916.442.1100 FAX 916.442.1101

FIGURE 2 - ILLUSTRATIVE LAND USE PLAN - ASPEN IV SPA

5XX-205. AMENDMENTS/APPEALS. The Board of Supervisors shall be the appropriate hearing authority to decide all amendments to this ordinance, exceptions, and variances under the terms of this Article, and appeals of decisions by the Director of Planning and Community Development and the Project Planning Commission.

5XX-206. PERMITTED AND CONDITIONALLY PERMITTED USES. Development within the Aspen IV SPA will be consistent with the land use districts established by this ordinance as described below and as depicted in Figure 2. Future development shall also conform to the development standards set forth in Section 5XX-207.

A. Mixed Residential District. Permitted uses within the Mixed Residential District may include any combination of detached and attached residential units with a density range of between 5 and 20 units per gross acre¹. Development within this district should include a variety of creative housing types in conjunction with open space features which may include single family detached, single family small lot detached, zip/zero lot, cottage housing, courtyard housing, half-plex, attached townhomes, multi-family or any other combination thereof.

Residential development should meet the overall target unit count of approximately 340 units. Actual unit counts at the time of approval of a small lot Tentative Subdivision Map may vary by up to twenty (20) percent above or below the target count without amending this ordinance.

B. Office/Commercial District. Permitted uses within the Office/Commercial District as shown in Figure 2 are those uses permitted in the Business and Professional Office (BP) Land Use Zone as listed in Sacramento County Zoning Code Section 225.21.

C. Open Space District: Permitted uses within the Open Space District as shown in Figure 2 are those uses permitted in the Recreation (O) Land Use Zone as listed in the Sacramento County Zoning Code Section 220.20.

5XX-207. DEVELOPMENT STANDARDS. The following sections set forth development standards for each land use district within the Aspen IV SPA. In order to maintain consistency with the objectives set forth in the guidelines, the development standards outlined below are intended to encourage the development of high quality office/commercial uses and creative housing types through the use of varied development standards and requirements as shown in Table 1 and illustrated by Figures 3-14. Where the provisions of this chapter are silent, the regulations of the Sacramento County Zoning Code shall apply.

¹ Consistent with Sacramento County General Plan Land Use Element Table III-5 Zoning Consistency Matrix, a total of 15 acres of RD-15, RD-20, and RD-30 are permitted within the Mixed Residential District.

Table 1 Height and Yard Regulations

<u>Land Use Type</u>	<u>Maximum F.A.R./Density²</u>	<u>Front Setback³</u>	<u>Side Setback⁴</u>	<u>Rear Setback⁵</u>	<u>Maximum Height</u>	<u>Parking/Landscaping</u>
OFFICE/ COMMERCIAL	.35	25'-0" landscaped setback from Bradshaw Road Right of Way	0'-0"	0'-0"; 20' from top of slope where applicable	4 Stories	As required by Title III of the Sacramento County Zoning Code and as provided for in Table 2. Suggested Plant Palette
RESIDENTIAL						
Single Family Detached/Small Lot Detached	5-20 du/ac	12'-6" to porch; 15'-0" to house; 19'-0" to garage	5'-0" Interior; 6'-6" Street	15'-0" to home; 3'-0" to Garage	2 Stories/35'	(same as above)
Zip Lot/Zero Lot Line Single Family	5-20 du/ac	12'-6" to porch ; 15'-0" to house; 19'-0" to garage	0'-0" (to only one property line); 5'-0" Interior; 6'-6" Street	15'-0" to home; 3'-0" to Garage	2 Stories/35'	(same as above)
Cottage Home (Alley Loaded Single Family)	5-20 du/ac	12'-6" to porch; 15'-0" to house	5'-0" Interior; 6'-6" Street	6'-0" from alley	2 Stories/35'	(same as above)
Courtyard Housing	5-20 du/ac	12'-6" to porch; 15'-0" to house and garage;	5'-0"	5'-0" 10'-0" on a minimum of one side to provide usable yard space	2 Stories/35'	(same as above)
Townhomes/ Attached Residential	5-20 du/ac ⁶	12'-6"	20'-0" between buildings; 6'-6" Street	6'-0" from alley	3 Stories/40'	(same as above)

² Based on gross acreage (excludes major streets) unless otherwise noted.

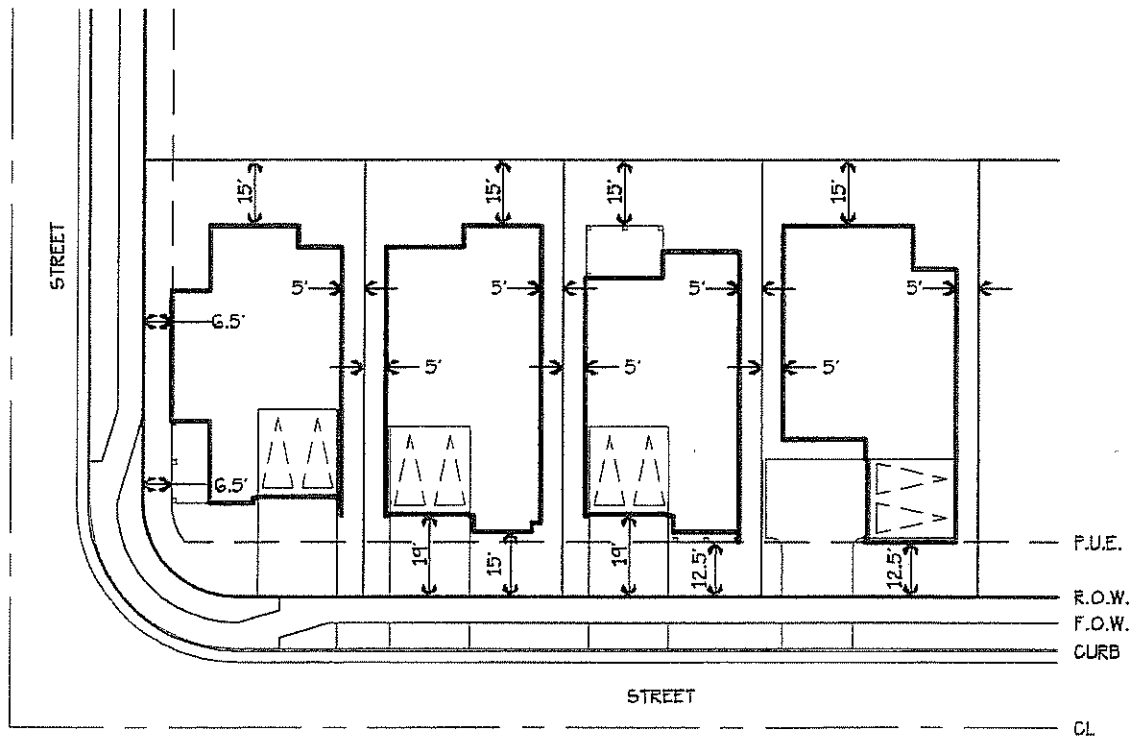
³ All setbacks are minimum and measured from the back of walk unless otherwise noted.

⁴ As measured from the back of walk for a separated sidewalk. In the case of attached sidewalks the street side yard setback would be increased to 12'-6".

⁵ Rear setbacks are measured from the property line unless otherwise noted. Alley setbacks are measured from the exterior boundary of the alley easement.

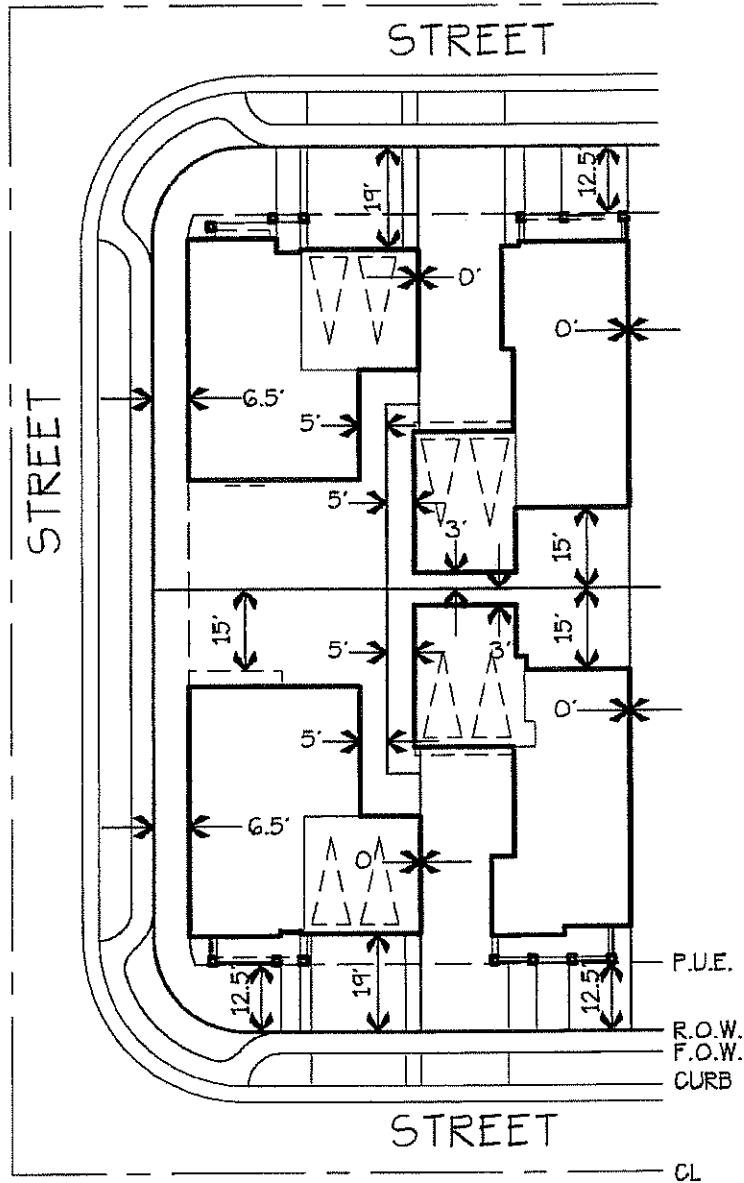
⁶ Attached homes shall maintain a minimum width of no less than 20'-0".

FIGURE 3
SINGLE FAMILY DETACHED HOUSING



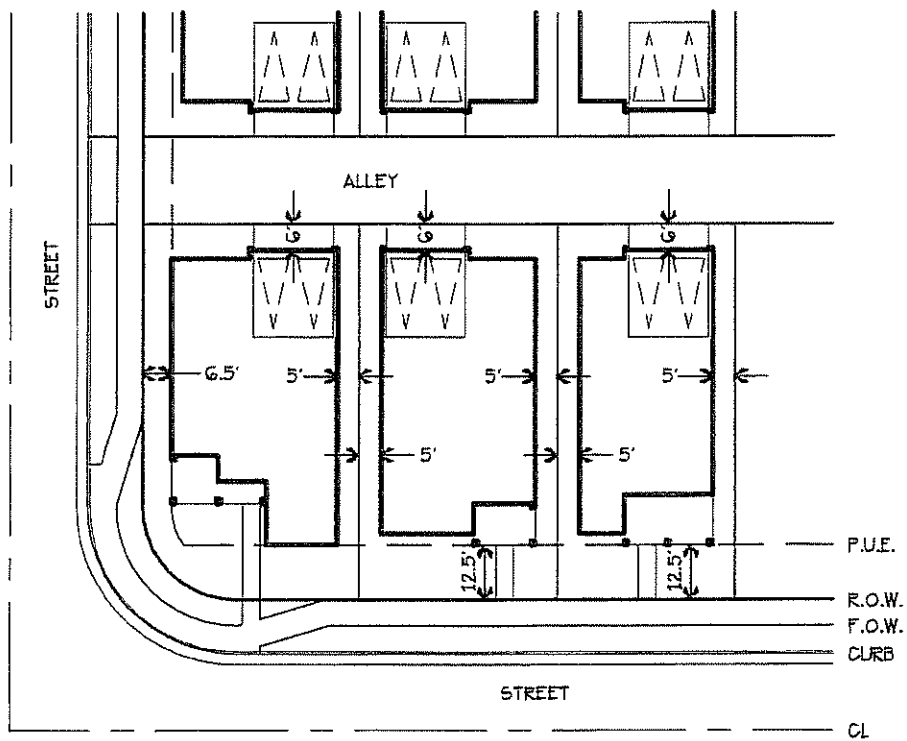
NOTE:
THIS EXHIBIT IS INTENDED TO ILLUSTRATE TYPICAL BUILDING ENVELOPES AND SETBACKS FOR SINGLE FAMILY DETACHED HOUSING WITHIN THE ASPEN IV SPA. PLEASE REFER TO TABLE 1 HEIGHT AND YARD RESTRICTIONS FOR APPROVED DEVELOPMENT STANDARDS.

FIGURE 4
 ZIP LOT/ZERO-LOT LINE SINGLE FAMILY HOUSING



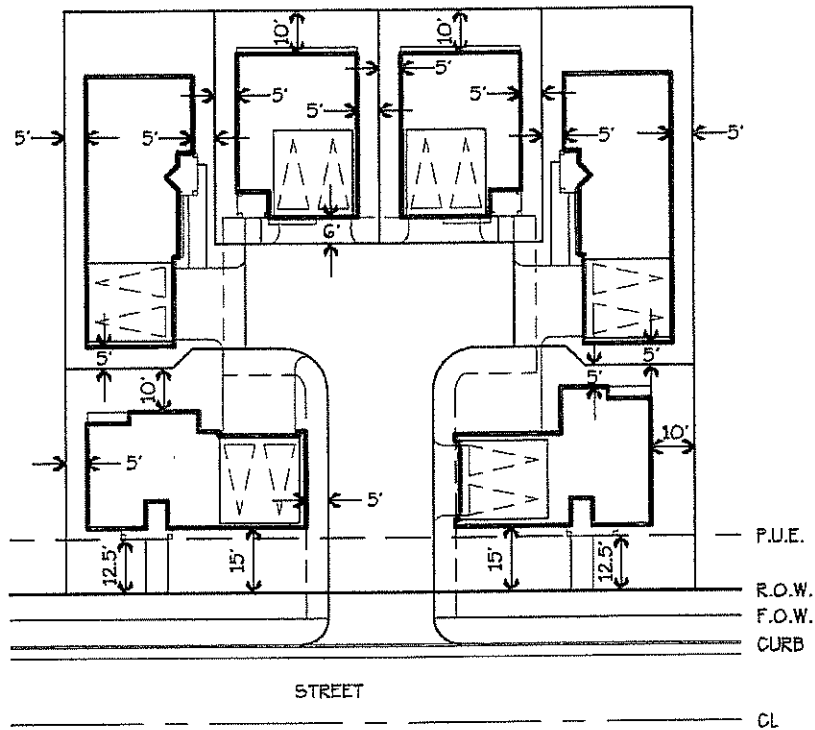
NOTE:
 THIS EXHIBIT IS INTENDED TO ILLUSTRATE TYPICAL BUILDING ENVELOPES AND SETBACKS FOR ZIP LOT/ZERO-LOT LINE SINGLE FAMILY HOUSING WITHIN THE ASPEN IV SPA. PLEASE REFER TO TABLE 1 HEIGHT AND YARD RESTRICTIONS FOR APPROVED DEVELOPMENT STANDARDS.

FIGURE 5 COTTAGE HOME



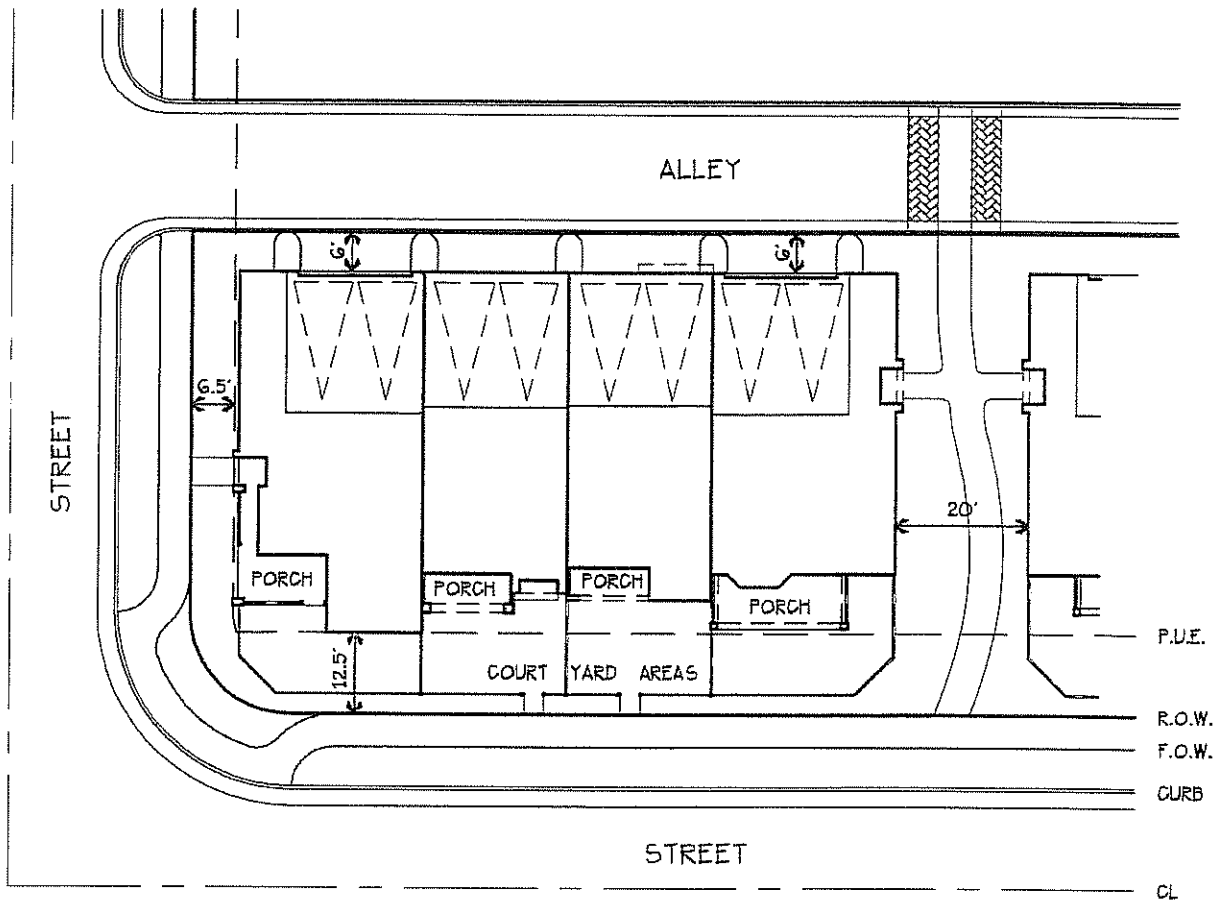
NOTE:
 THIS EXHIBIT IS INTENDED TO ILLUSTRATE TYPICAL BUILDING ENVELOPES
 AND SETBACKS FOR COTTAGE HOUSING WITHIN THE ASPEN IV SPA.
 PLEASE REFER TO TABLE 1 HEIGHT AND YARD RESTRICTIONS FOR
 APPROVED DEVELOPMENT STANDARDS.

FIGURE 6
COURTYARD HOUSING



NOTE:
THIS EXHIBIT IS INTENDED TO ILLUSTRATE TYPICAL BUILDING ENVELOPES
AND SETBACKS FOR AUTOCOURT HOUSING WITHIN THE ASPEN IV SPA.
PLEASE REFER TO TABLE 1 HEIGHT AND YARD RESTRICTIONS FOR
APPROVED DEVELOPMENT STANDARDS.

FIGURE 7
TOWNHOME/ATTACHED HOUSING



NOTE:
THIS EXHIBIT IS INTENDED TO ILLUSTRATE TYPICAL BUILDING ENVELOPES AND SETBACKS FOR TOWNHOME/ ATTACHED HOUSING WITHIN THE ASPEN IV SPA. PLEASE REFER TO TABLE 1 HEIGHT AND YARD RESTRICTIONS FOR APPROVED DEVELOPMENT STANDARDS.

A. Residential Design Guidelines. Unless otherwise specified, the provisions of this article shall apply to all residential development within the Plan Area.

General Guidelines

1. For each housing type (i.e. small lot detached, cottage unit, townhome, etc.), a minimum of four different floor plans should be provided.
2. The same house plan, or similar elevation may not be placed on two adjacent or consecutive lots.
3. Enhanced side and rear elevations shall be required wherever those elevations face a public street, park, lake, or other recreational area. Enhancements may include the use of porches, balconies, trellises, patios, low walls, decorative window treatments or similar features which provide additional visual interest.
4. A minimum of 50% of the units shall maintain usable front porches at least six feet in depth.
5. Each unit shall provide a front entry visible from the street.
6. In order to create a more appealing streetscape, the use of staggered front yard setbacks is encouraged.

Materials

1. A minimum of one elevation for each floor plan should maintain a hardi-plank or other similar simulated horizontal wood or shingle siding finish over 100% of the front elevation.
2. A minimum of one elevation for each floor plan should maintain a rock, stone, brick or other similar product finish which covers at least 25% of the front elevation.
3. Where utilized, exterior stucco should consist of a "smooth" or "salt" finish.
4. Decorative façade treatments shall wrap around the front of the house and extend onto the side of the structure at least five feet or to the nearest window or door, whichever is less.
5. Rooflines shall be varied within each elevation (i.e., hip, gable, etc.) and shall be comprised of either 25 year laminated dimensional high-grade shingles and/or tile. Extra heavy ridge caps shall be provided on the roof for a better design. Proposed roof colors shall compliment the selected exterior paint colors and are encouraged to incorporate a variety of colors.
6. At a minimum, each elevation utilized should maintain a different color scheme including base, trim, garage, doors and roofs.

The builder should strive to achieve a different color scheme for each individual house, including base, trim, garage, doors and roofs.

7. Garages should be decorative in nature and utilize a variety of materials and colors. At a minimum, all garages shall be set back at or behind the front of the house/porch.
 - a) Side entry, detached, tandem, and rear loaded (accessed from an alley or carriage lane) garages are encouraged to de-emphasize the massing of garages. The use of windows and other façade treatments are also encouraged.
 - b) All homes shall maintain a minimum 6' driveway apron for garages.
8. All homes shall include grid windows with either a 4" minimum window trim or recessed window treatment on all front and rear exterior elevations.
9. The use of color is encouraged for all exterior home elevations.

Lighting and Landscaping

1. A single style decorative streetlight, approved by the County of Sacramento Public Works Department, shall be utilized on all interior roadways. In order to maintain the existing character of the project area, the light shall substantially conform to the type of lighting used for the Aspen IV PUD Development.
 2. Lighting at the subdivision entries shall be limited to the required public streetlights along Mayhew Road and low level uplighting to illuminate any subdivision monument signage. No lighted letters or neon lights shall be allowed.
 3. The use of low level lighting to enhance landscape, architectural elements, or other features is encouraged.
 4. Each dwelling unit should have a usable outdoor space designed for the exclusive use of that dwelling unit. Outdoor spaces may be at grade or provided as balconies which are directly accessible from the intended unit.
 5. Plant palettes within the Residential Land Use District shall incorporate plant species to the extent possible as provided for in Table 2, Suggested Plant Palette.
- B. Office/Commercial Design Guidelines.** Unless otherwise specified, the provisions of this article shall apply to all office and commercial development within the Plan Area.

Architectural Guidelines

1. Buildings should be designed to be compatible with their surroundings in terms of height, scale, and materials.

2. All visible elevations should be given architectural treatment and contain elements drawn from those used in the design of the primary frontage.
3. Building entries should be emphasized by accent features such as plazas, special entry materials and details, architectural walls and columns, or other architectural embellishments of a similar nature. A conceptual example is illustrated in Figure 8.
4. Stairs, ramps, and other entry access requirements should be integrated into the overall project design.
5. Roof lines, wall planes, and building heights should be varied and include architectural features to avoid monotonous wall elevations.
6. Unarticulated, blank expanses of wall should be avoided. Building elevations should utilize windows, trellises, color and material changes, and/or recesses in order to provide visual interest.
7. The materials, shapes, elements, and details used on the front or main building elevation should be extended to all elevations. At a minimum, materials should be “wrapped” around building corners as illustrated in Figure 9.
8. Buildings visible from Bradshaw Road shall utilize similar materials, shapes, elements, and details used on the front or main building elevation on all elevations visible from Bradshaw Road.

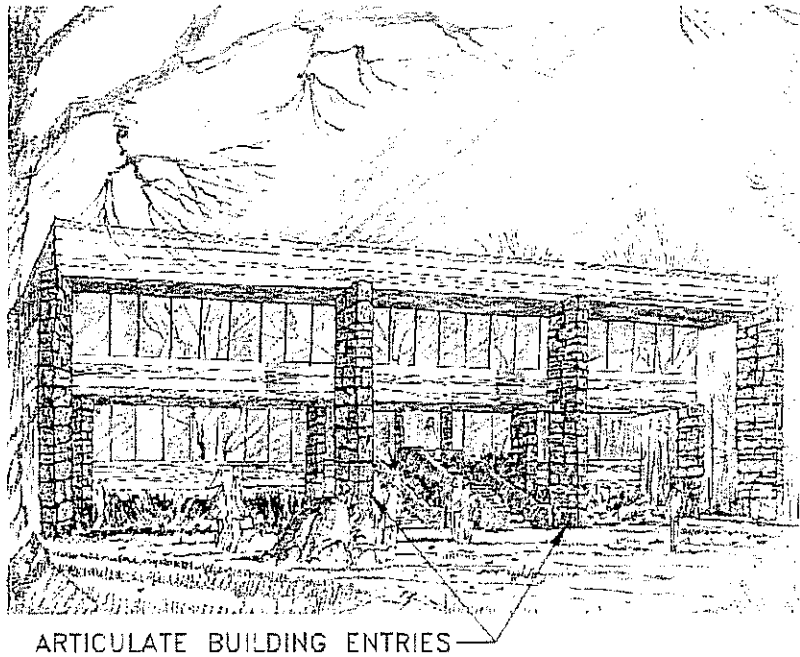


FIGURE 8: BUILDING ENTRIES

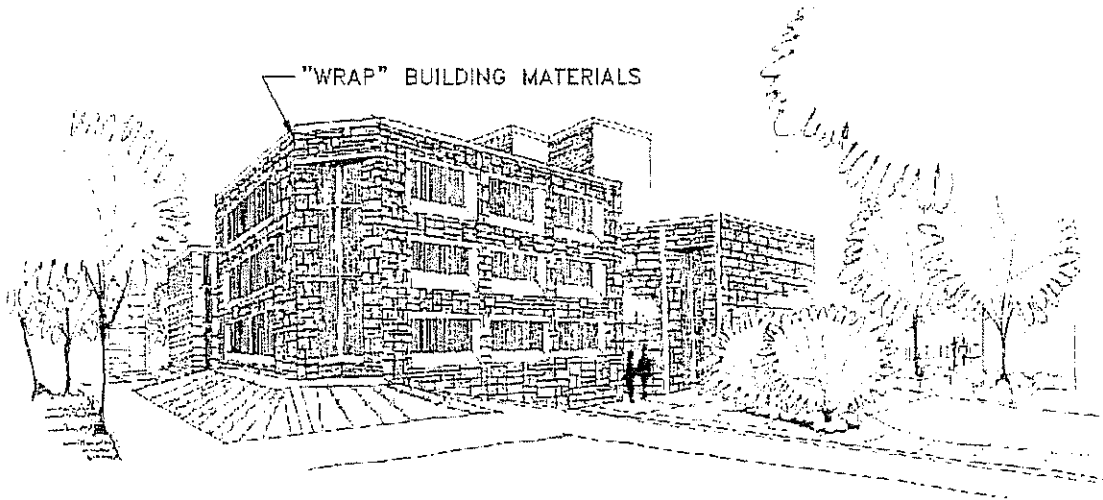


FIGURE 9: BUILDING ELEVATIONS

Equipment Screening

1. Roof mounted equipment, with the exception of solar panels, including but not limited to air conditioners, fans, vents, antennas, and microwave dishes shall be set back from the roof edge, placed behind a parapet or in a well, or painted to match their background in order to screen them from adjacent streets. An example is shown on Figure 10.

2. Ground mounted or wall mounted equipment and utilities should be located out of public view and screened or placed in an enclosure to the extent possible.

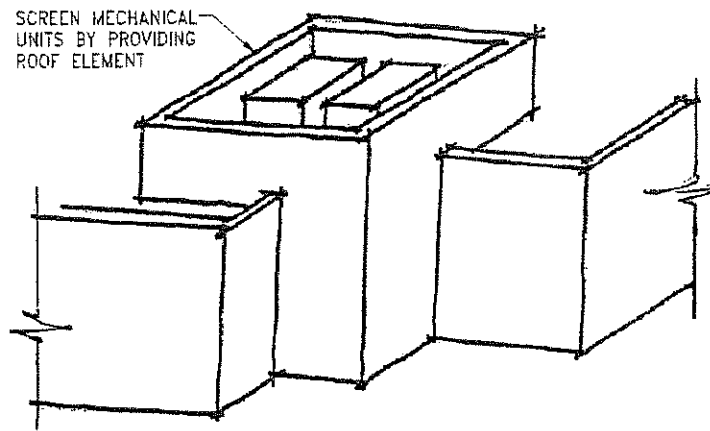


FIGURE 10: MECHANICAL SCREENING

General Site Criteria

1. Structures should be sited in a manner that will complement adjacent structures. Sites should be developed in a coordinated manner to provide consistent treatments between adjacent developments.
2. Where multiple buildings are proposed, buildings may be clustered in order to create pedestrian plazas and maximize open space opportunities as illustrated in Figure 11.

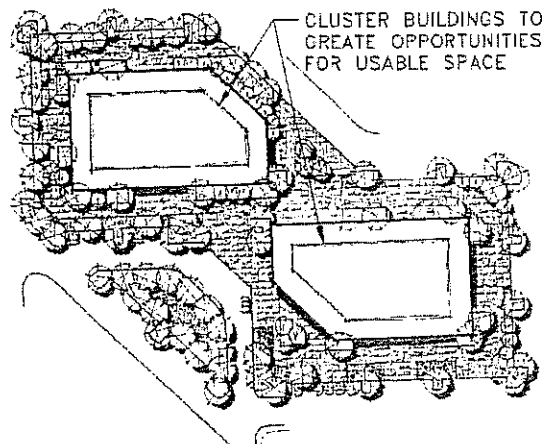


FIGURE 11: BUILDING MASSING

3. Site plans should incorporate active outdoor spaces for employees and visitors. Outdoor spaces can include plazas or other available spaces used for eating, sitting, strolling and gathering.
4. The design of active outdoor spaces should emphasize the active nature of these spaces and incorporate some combination of accent materials, site furniture, shade structures, accent lighting, color, textures or other focal elements.

5. Consideration should be given to project “edges” when developing a site. In effect, all portions of a site and its associated structures should be given appropriate attention (i.e., landscaping, building materials, hardscape) so that no aspect of a site is left in an unfinished condition.
6. Locate structures and on-site circulation to avoid or minimize pedestrian/vehicular conflicts wherever possible.
7. Buildings should be sited and oriented to take full advantage of the open space and recreational opportunities provided by the detention basin and associated open space.
8. Where possible, buildings should be connected by pedestrian trails and the larger trail and open space network within the Plan Area.
9. In no case shall buildings be located on or above the 69’ Sewer Line Easement which runs parallel to Bradshaw Road; however, parking and landscape areas may co-locate within the easement area.

Site Grading

1. Finished grades shall conform to the recommendations and requirements of the soil engineers report.
2. Where retaining walls are utilized, they should be constructed of high quality masonry materials such as brick, concrete, stone or similar materials.
3. Finished slopes should taper or terrace to match existing grades.

Fences and Walls

1. Fence and wall materials shall be constructed of materials compatible with the building design and prevailing materials of surrounding properties.
2. Tree, shrubs, vines, earthen berms, and walls/fences or a combination thereof shall be used to screen service and loading areas.
3. Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining.
4. Fencing between proposed uses and open space is discouraged. Where necessary, fencing should be an open type such as wrought iron or vinyl clad chain link to allow for continuous views to open space areas.

Storage and Loading

1. Outdoor storage should be screened from public view through a combination of building placement, landscaping and berming, walls, and/or location.

2. Loading and service areas should be screened from public view and adjacent land uses by a combination of building design, site layout, grade separations, landscaping, walls and fencing.
3. Storage and loading areas should be located away from main project entrances and access points.

Trash/Recycling

1. All refuse containers should be placed within screened storage areas or enclosures that are consistent with County standards and are located away from main project entrances and circulation points as illustrated in Figure 12.

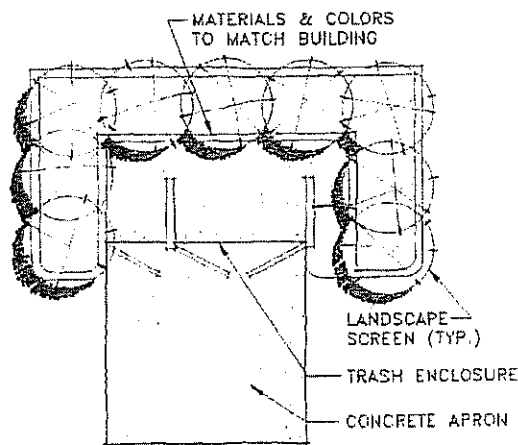


FIGURE 12: TRASH ENCLOSURES

2. Collection areas should be designed to provide convenient access for refuse collection vehicles and minimize on-site refuse vehicle traffic. In addition, a reinforced concrete apron is required adjacent to trash enclosure entries.
3. Signs indicating no parking should be located on gates and approach areas.

Vehicle Circulation and Parking

1. Employee parking areas should be consolidated and shared among adjacent uses where feasible to facilitate ridesharing.
2. Common driveways that provide access to multiple sites are encouraged in order to minimize curb cuts.
3. Where parking areas are connected, interior circulation should allow for a similar direction of travel in all areas to reduce conflicts at points of connection.
4. Bumper stops and raised curbs should be provided as needed to protect landscaping, lighting, pedestrian walkways, buildings, and site utilities.

5. Provisions and requirements for emergency vehicle access including fire, ambulance, and security shall be incorporated into parking and service area design.

Pedestrian/Bikeway Access and Circulation

1. Project designs should provide connections between adjacent compatible uses and trail systems.
2. Site layouts should be designed to provide pedestrian access from off site pedestrian circulation systems to main building entrances.
3. Pedestrian access should be clearly defined by walkway corridors a minimum of four (4) feet in width. The use of accent paving materials or exposed aggregate at entry and transition points is encouraged as shown in Figure 13.

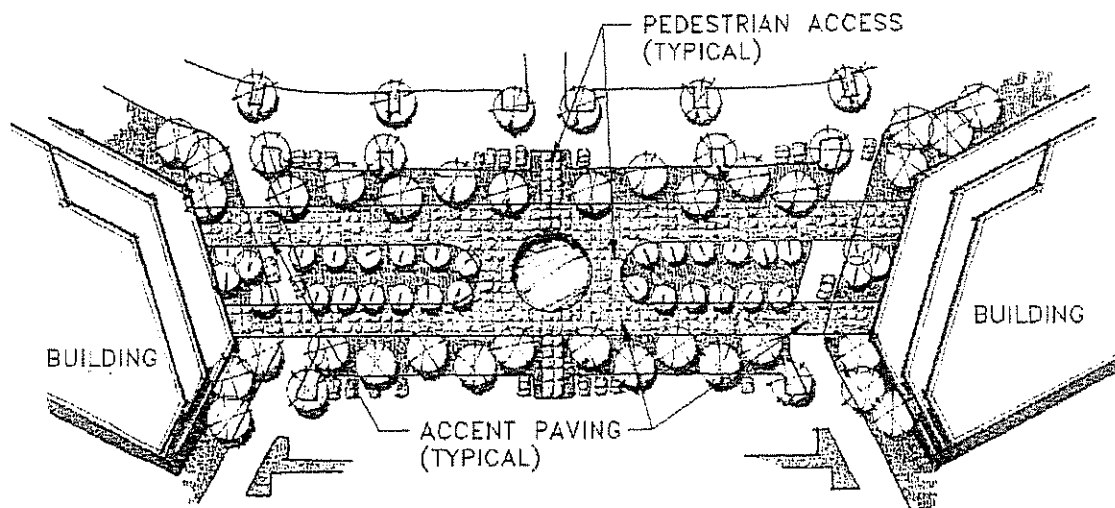


FIGURE 13: ENTRY POINTS

Landscape

1. Plant palettes within the Office/Commercial Land Use District should incorporate native and ornamental plant species to the extent possible as provided for in Table 2, Suggested Plant Palette. In no case shall the recommended plant palette preclude the use of additional plant materials.
2. Street trees shall be planted approximately 30' on center, a minimum of 5' from the back of curb or walk.
3. Landscape design and plant material selection should include drought tolerant species.
4. The use of turf should be limited to accent areas, activity areas, or in parkway areas between sidewalks and street curbs.

5. Landscaping should be protected from vehicular and pedestrian encroachment through the use of curbs, bumper stops, or raised planters.
6. Plant palettes should include a mixture of deciduous and evergreen species.
7. Trees should be a minimum size of fifteen (15) gallons. It is recommended that larger trees be incorporated into prominent accent or activity areas to diversify plantings.
8. Shrubs should be a minimum of one (1) gallon. It is recommended that project designs incorporate a mixture of one (1) and five (5) gallon plantings to increase the effectiveness of screen plantings. In addition, plugs and/or seeding may be utilized depending upon species selection and proposed planting locations.
9. Landscape drainage should not flow across adjacent walks, plazas, parking lots or other paved surfaces. Drainage should be collected through a combination of bioswales and storm drainage systems and routed to storm drain or other on-site detention systems.
10. Landscaping should be used to define prominent areas such as project entries and edges by utilizing accent plantings and massing.

Parking Lot Landscaping

1. Trees should be planted to shade a minimum of 50% of paved parking areas as measured at 15-year maturity based on tree species and mid-summer sun angle conditions. Please see Figure 14 for an example of calculating shade requirements.
2. Planters should be spaced appropriately throughout the parking lot to achieve the required shading and to break up long rows of parking spaces. Planters shall be protected by the use of raised curbs or wheel stops.
3. Parking lot planter widths (measured inside curbs) should be a minimum of six feet (6') wide in order to provide adequate space for tree plantings. Planter widths should be increased to accommodate larger tree types.

Landscape Screening and Maintenance

1. Plant materials used for screening should primarily utilize evergreen species to ensure adequate cover during the winter season.
2. Public utility infrastructure elements and other utilities should be oriented away from public view and screened with evergreen shrubs to the extent possible.

Landscape Irrigation

1. All landscape areas shall be fully irrigated with an automatically controlled underground irrigation system. The system shall be valved separately to allow irrigation for turf, trees, shrubs and other landscape elements according to their individual water requirements. Designers are encouraged to utilize drip irrigation systems wherever possible.
2. Irrigation systems should be designed to avoid overspray onto buildings and other non-planted areas.

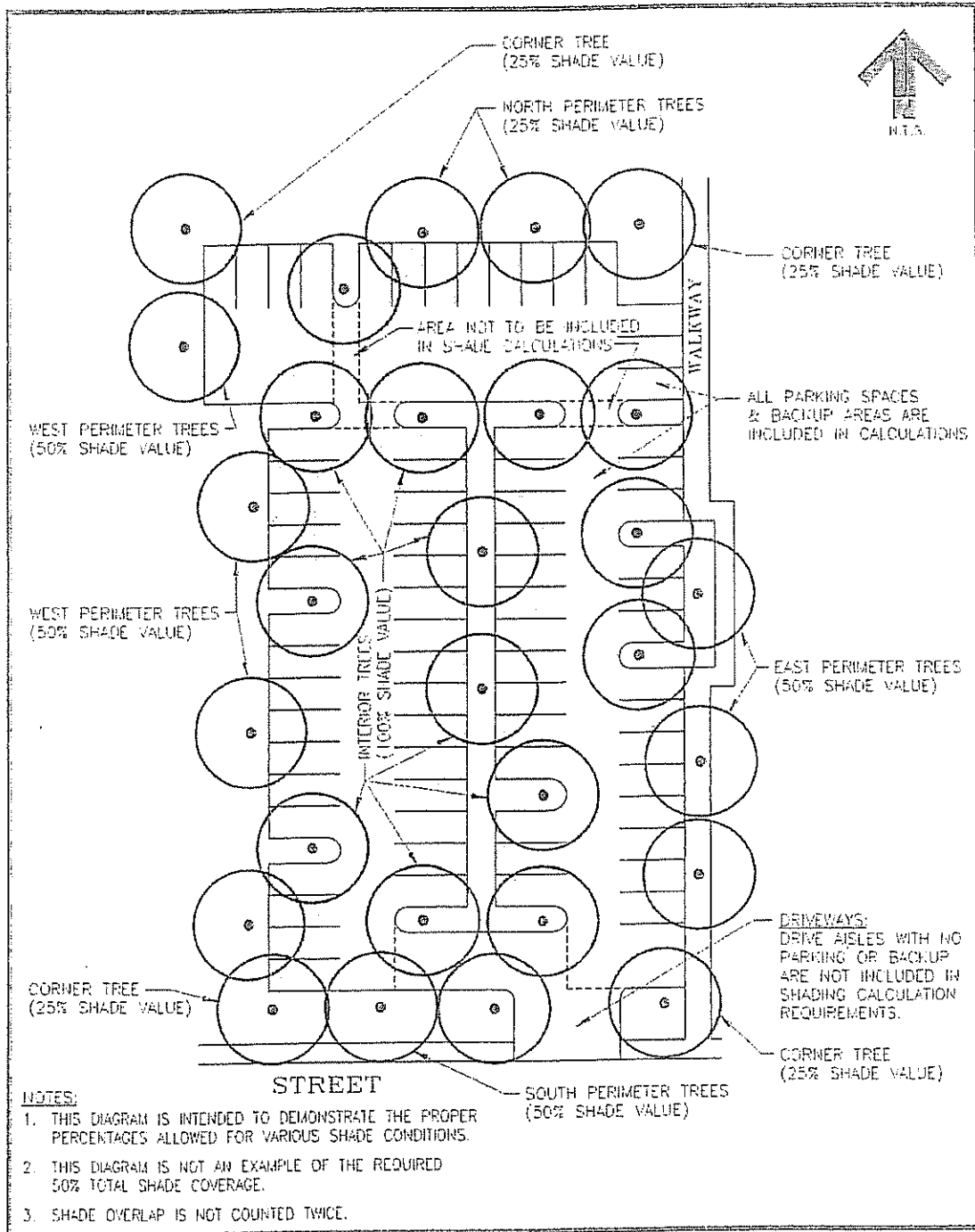


FIGURE 14: PARKING LOT SHADE DIAGRAM

Table 2 Suggested Plant Palette

RECOMMENDED TREES

Botanical Name	Common Name
<i>Acer rubrum</i>	Red Maple
<i>Arbutus unedo</i>	Strawberry Tree
<i>Cedrus deodara</i>	Cedar
<i>Celtis sinensis</i>	Chinese Hackberry
<i>Cercis occidentalis</i>	Western Redbud
<i>Cinnamomum Camphora</i>	Camphor Tree
<i>Cornus Florida</i>	Flowering Dogwood
<i>Cupressus Semervirens</i>	Italian Cypress
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Lagerstroemia indica</i> "Cherokee"	Crape Myrtle
<i>Laurus nobilis</i> "Saratoga"	Sweet Bay
<i>Liriodendron tulipifera</i>	Tulip Tree
<i>Magnolia soulangiana</i>	Saucer Magnolia
<i>Nyssa slyvatica</i>	Sour Gum
<i>Pinus eldarica</i>	Mondel Pine
<i>Pinus halepensis</i>	Allepo Pine
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Platanus acerifolia</i> "Bloodgood"	London Plane
<i>Prunus serraluta</i> 'Kwanzan'	Japanese Flowering Cherry
<i>Pyrus calleryana</i> "Redspire"	Redspire Pear
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus coccinea</i>	Scarlet Oak
<i>Quercus lobata</i>	Valley Oak
<i>Quercus Rubra</i>	Red Oak
<i>Robinia ambigua</i> "Purple Robe"	Purple Robe Locust
<i>Sapium sebiferum</i>	Chinese Tallow Tree
<i>Sequoia sempervirens</i>	Redwood
<i>Tilia americana</i>	American Linden
<i>Washington filifera</i>	Fan Palm
<i>Zelkova Serrata</i> "Village Green"	Village Green Zelkova

RECOMMENDED SHRUBS

Botanical Name	Common Name
<i>Abelia grandiflora</i>	Glossy Abelia
<i>Agapanthus</i>	Lily-of-the-Nile
<i>Arbutus unedo</i> "Compacta"	Strawberry Tree
<i>Arctostaphylos densiflora</i> "Howard McMinn"	Manzanita
<i>Berberis thunbergii</i>	Japanese Barberry
<i>Buxus Japonica</i>	Japanese Boxwood
<i>Carpenteria californica</i>	Bush Anemone
<i>Chaenomeles</i> "Cameo"	Flowering Quince
<i>Choisya ternata</i>	Mexican Mock Orange
<i>Coprosma Kirkii</i>	Coprosma
<i>Cotoneaster lacteus</i>	Red Clusterberry or Parney Cotoneaster
<i>Dietes Vegata</i>	Fortnight Lily
<i>Escallonia "Fradesii"</i>	Escallonia
<i>Euonymus fortunei</i>	Euonymus
<i>Euryops pectinatus</i> "Viridis"	Euryops
<i>Hebe "Coed"</i>	Hebe
<i>Hemerocallis hybrida</i>	Daylily
<i>Juniperus Sabina Tamariseifolia</i>	Tam Juniper
<i>Leptospermum scoparium</i>	New Zealand Tea Tree
<i>Myrtus communis</i>	Myrtle
<i>Nandina domestica</i> "Compacta"	Heavenly Bamboo
<i>Pennisetum Setaceum</i>	Fountain Grass
<i>Phormium Tenax</i>	New Zealand Flax
<i>Photinia fraseri</i>	Photinia
<i>Pittosporum tobira</i>	Tobira
<i>Rhamnus alternus</i> "Variegata"	Italian Buckthorn
<i>Rhapiolepis indica</i>	India Hawthorn
<i>Syringa vulgaris</i>	Lilac
<i>Viburnum tinus</i> "Spring Bouquet"	Laurustinus
<i>Viburnum tinus</i> "Dwarf"	Dwarf Laurustinus
<i>Xylosma congestum</i>	Xylosma

RECOMMENDED VINES

Botanical Name	Common Name
<i>Clematis armandii</i>	Clematis
<i>Ficus pumila</i>	Creeping Fig
<i>Jasminum polyanthum</i>	Jasmine
<i>Lonicera japonica</i> "Halliana"	Halls Honeysuckle
<i>Parthenocissus tricuspidata</i>	Boston Ivy
<i>Rosa</i> "Cecile Brunner"	Climbing Rose

RECOMMENDED GROUNDCOVER

Botanical Name	Common Name
<i>Acacia redolens</i>	Acacia
Annuals	Varies with season
<i>Arctostaphylos "Emerald Carpet"</i>	Manzanita
<i>Ceanothus gloriosus</i>	Point Reyes Creeper
<i>Cotoneaster "Lowfast"</i>	Cotoneaster
<i>Hypericum calycinum</i>	St. Johnswort
<i>Iberis sempervirens</i>	Evergreen Candytuft
<i>Juniperus Conferta</i>	Shore Juniper
<i>Liriope muscari</i>	Lily Turf
<i>Myoporum Parvifolium</i>	Prostrate Myoporum
<i>Rosa Meideland</i>	Ground Cover Rose
<i>Rosmarinus officianalis "Prostratus"</i>	Rosemary
<i>Trachelospermum asiaticum</i>	Asian Jasmine
<i>Trachelospermum jasminoides</i>	Star Jasmine
Turf	Dwarf Fescue Blends
<i>Vinca Minor</i>	Dwarf Periwinkle

5XX-208. FINDINGS. The Planning Commission and Board of Supervisors make the following findings in adopting this Ordinance:

- A. The Aspen IV SPA Plan Area is unique for its historical mining related land uses and its geographic proximity to existing urban areas.
- B. The establishment of the Aspen IV SPA Plan Area will encourage infill development in proximity to existing services and two major thoroughfares within Sacramento County.
- C. The Aspen IV Plan Area possesses unique topographical and development opportunities as a result of its historical land use.
- D. The area regulated by this Special Planning Area is of sufficient size that the adoption of these regulations will not constitute the granting of a special privilege nor deprivation of property rights.
- E. The adoption of these regulations will provide for reasonable use of land and will not cause, when implemented, undue hardship on the property owners within this Special Planning Area.
- F. The application of conventional zoning and its related development standards cannot adequately address the special circumstances of the area regulated by this Special Planning Area.

SECTION II. This Ordinance shall take effect and be in full force and after thirty (30) days of its passage hereof, and before expiration of fifteen (15) days from the date of its passage, it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published within the County of Sacramento.

On a motion by Supervisor _____, seconded by Supervisor _____, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this ____ day of _____, 2008, by the following vote, to wit:

AYES: Supervisors
NOES: Supervisors
ABSENT: Supervisors
ABSTAIN: Supervisors

SEAL

ATTEST

Chairman of the Board of Supervisors
of Sacramento County, California

Clerk of the Board of Supervisors

EXHIBIT "B"

Legal Description

**LEGAL DESCRIPTION
FOR A
SEWER DISTRICT ANNEXATION**

Being a portion of the east one-half of Fractional Section 20, Township 8 North, Range 6 East, M.D.B.&M. and a portion of Rancho Rio De Los Americanos recorded in Book 1 of Maps, at Page 2, Sacramento County Records, located in the County of Sacramento, State of California, more particularly described as follows:

COMMENCING at the north corner of said Section 20;

- 1) THENCE along the west line of said east one-half of Section 20, South $00^{\circ} 17' 00''$ West, a distance of 479.76 feet to a point of intersection with the southerly boundary line of Sacramento County Sanitation District (SRCSD) as approved April 7, 2004 by Resolution Number LAFC1274, also being the TRUE POINT OF BEGINNING;
- 2) THENCE leaving the west line of said east one-half of Section 20 and entering into said east one-half, along said southerly SRCSD boundary line, North $89^{\circ} 42' 29''$ East, a distance of 85.31 feet;
- 3) THENCE continuing along said southerly SRCSD boundary line, South $75^{\circ} 31' 38''$ East, a distance of 250.05 feet;
- 4) THENCE continuing along said southerly SRCSD boundary line, South $68^{\circ} 18' 45''$ East, a distance of 101.08 feet;
- 5) THENCE continuing along said southerly SRCSD boundary line, along a tangent curve concave to the northeast having a radius of 56.00 feet, southeasterly 12.71 feet, along said curve through a central angle of $13^{\circ} 00' 00''$, the chord of said curve being South $74^{\circ} 48' 45''$ East, a distance of 12.68 feet;
- 6) THENCE continuing along said southerly SRCSD boundary line, South $81^{\circ} 18' 45''$ East, a distance of 452.83 feet;
- 7) THENCE continuing along said southerly SRCSD boundary line, along a tangent curve concave to the northeast having a radius of 106.00 feet, southeasterly 15.18 feet, along said curve through a central angle of $08^{\circ} 12' 27''$, the chord of said curve being South $85^{\circ} 24' 58''$ East, a distance of 15.17 feet;
- 8) THENCE continuing along said southerly SRCSD boundary line, South $89^{\circ} 31' 12''$ East, a distance of 251.82 feet;
- 9) THENCE continuing along said southerly SRCSD boundary line, North $88^{\circ} 59' 57''$ East, a distance of 79.61 feet;
- 10) THENCE continuing along said southerly SRCSD boundary line, along a tangent curve concave to the northwest having a radius of 56.00 feet, northeasterly 47.05 feet, along said curve through a central angle of $48^{\circ} 08' 29''$, the chord of said curve being North $64^{\circ} 55' 42''$ East, a distance of 45.68 feet;

- 11) THENCE continuing along said southerly SRCSD boundary line, North 40° 51' 28" East, a distance of 359.22 feet;
- 12) THENCE continuing along said southerly SRCSD boundary line, along a tangent curve concave to the southeast having a radius of 400.00 feet, northeasterly 339.66 feet, along said curve through a central angle of 48° 39' 08", the chord of said curve being North 65° 11' 02" East, a distance of 329.54 feet;
- 13) THENCE continuing along said southerly SRCSD boundary line, North 89° 30' 36" East, a distance of 818.17 feet to a point of intersection with the east line of said Section 20, said point being located South 00° 28' 42" East, a distance of 250.81 feet from the northeast corner of said Section 20;
- 14) THENCE leaving said southerly SRCSD boundary line along said east line of Section 20, South 00° 28' 42" East, a distance of 1338.71 feet, said point being located North 00° 28' 42" West; a distance of 1132.95 feet from the east corner of said Section 20;
- 15) THENCE leaving said east line of Section 20 and entering into said east one-half of Section 20, South 89° 26' 22" West, a distance of 395.68 feet;
- 16) THENCE along a tangent curve concave to the southeast having a radius of 175.00 feet, southwesterly 111.96 feet, along said curve through a central angle of 36° 39' 28", the chord of said curve being South 71° 06' 38" West, a distance of 110.06 feet;
- 17) THENCE South 52° 46' 54" West, a distance of 2414.10;
- 18) THENCE South 18° 22' 08" West, a distance of 147.42 feet to a point of intersection with the centerline of Bradshaw Road;
- 19) THENCE along said centerline of Bradshaw Road, North 71° 37' 52" West, a distance of 158.77 feet to the centerline intersection of Mayhew Road and Jackson Road, said point also being a point of intersection with said west line of the east one-half of Section 20;
- 20) THENCE leaving said centerline of Bradshaw Road, along said westerly boundary line of the east one-half of Section 20, North 00° 17' 00" West, a distance of 2664.96 feet to the TRUE POINT OF BEGINNING.

Containing 109.172 acres, more or less.

Basis of Bearings for this description is the California state plane coordinate system, 1983 datum. —

March 13, 2007

END OF DESCRIPTION

PREPARED BY WOOD RODGERS, INC.
SACRAMENTO, CALIFORNIA

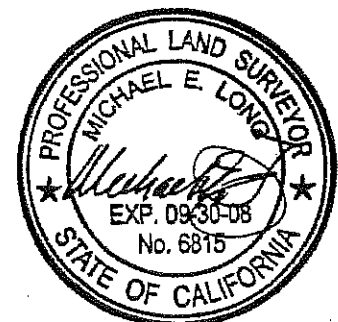
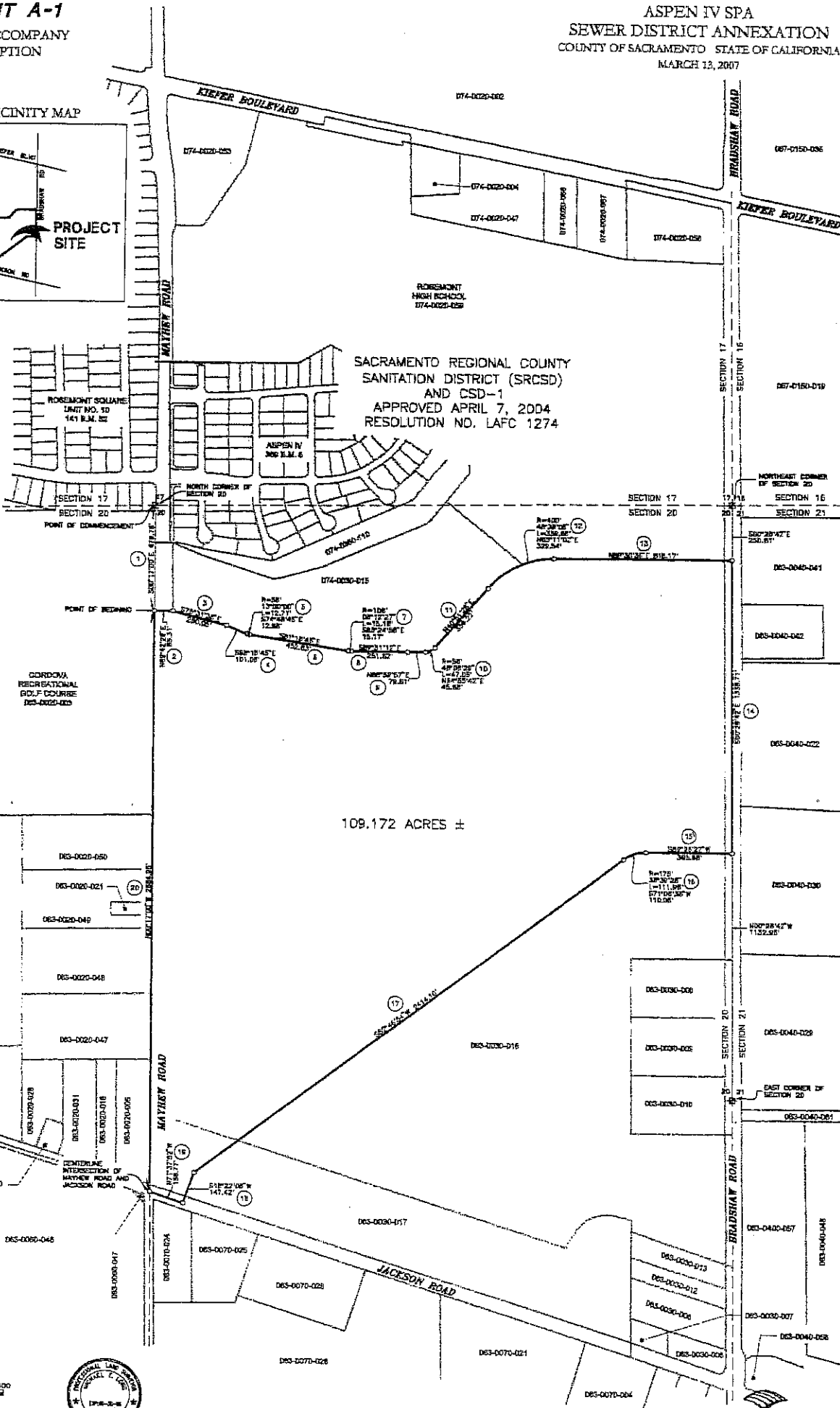
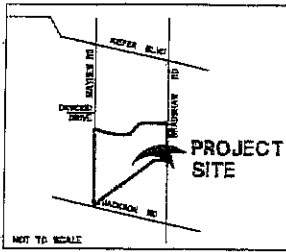


EXHIBIT A-1

PLAT TO ACCOMPANY
DESCRIPTION

ASPEN IV SPA
SEWER DISTRICT ANNEXATION
COUNTY OF SACRAMENTO STATE OF CALIFORNIA
MARCH 13, 2007

VICINITY MAP



109.172 ACRES ±

SACRAMENTO REGIONAL COUNTY
SANITATION DISTRICT (SRCS)
AND CSD-1
APPROVED APRIL 7, 2004
RESOLUTION NO. LAFC 1274

ROSEMONT SQUARE
UNIT NO. 5D
141 S.M. 52

ASPEN IV
306 S.M. 6

GORDON
RECREATIONAL
GOLF COURSE
063-0020-003

WOOD RODGERS
ENGINEERS - PLANNERS - ARCHITECTS
4001 O St., Suite 1000, Yuba City, CA 95991
Phone: (916) 875-7700 Fax: (916) 875-7700
www.woodrogers.com



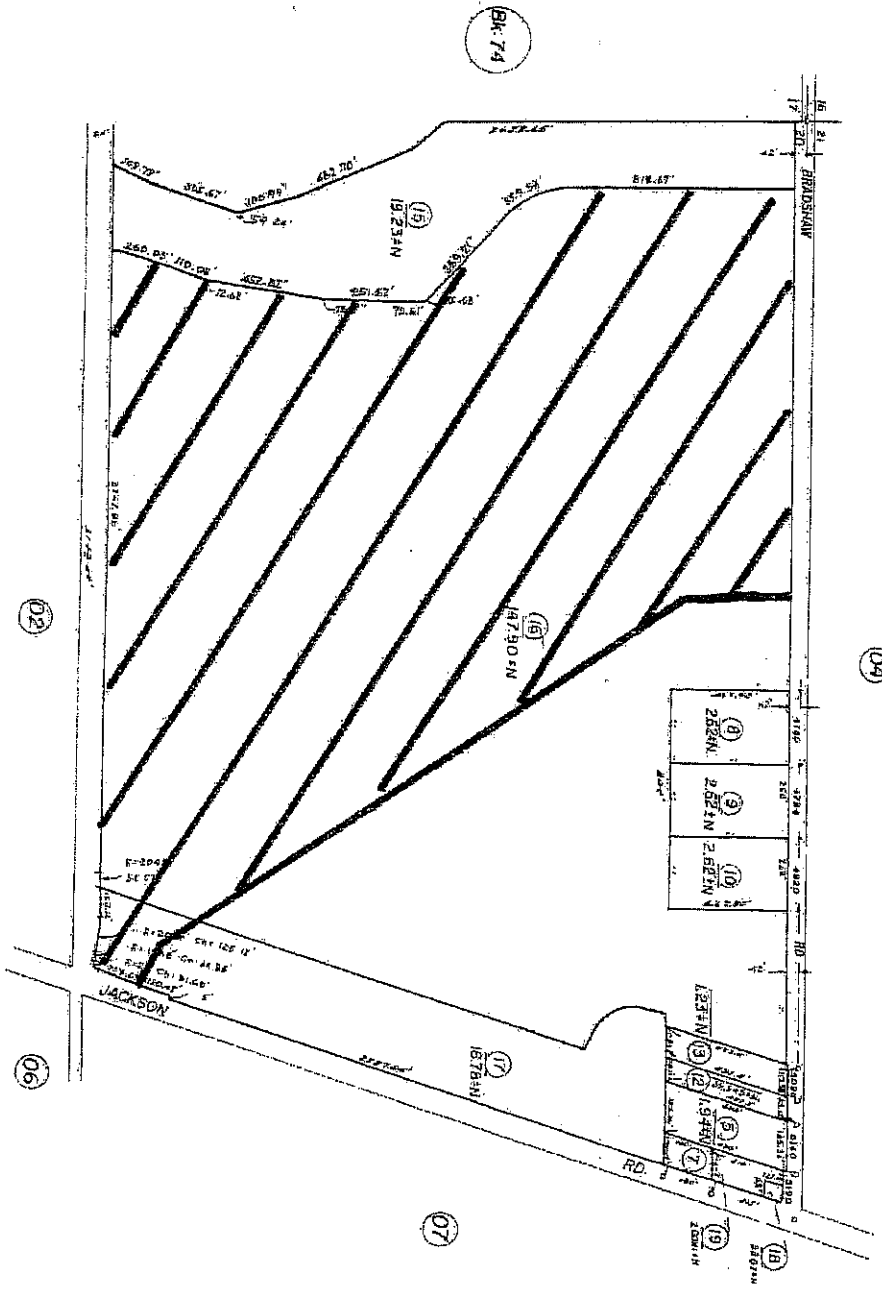
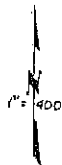
0 100 200 400
SCALE 1" = 200'

SEE DESCRIPTION FOR
COURSE INFORMATION

POR. SEC. 20, T. 8N, R. 6E, M. DBBM.
(PROD. INTO RANCHO NO. DE LOS AMERICANOS)

Tax Area Code

63-03

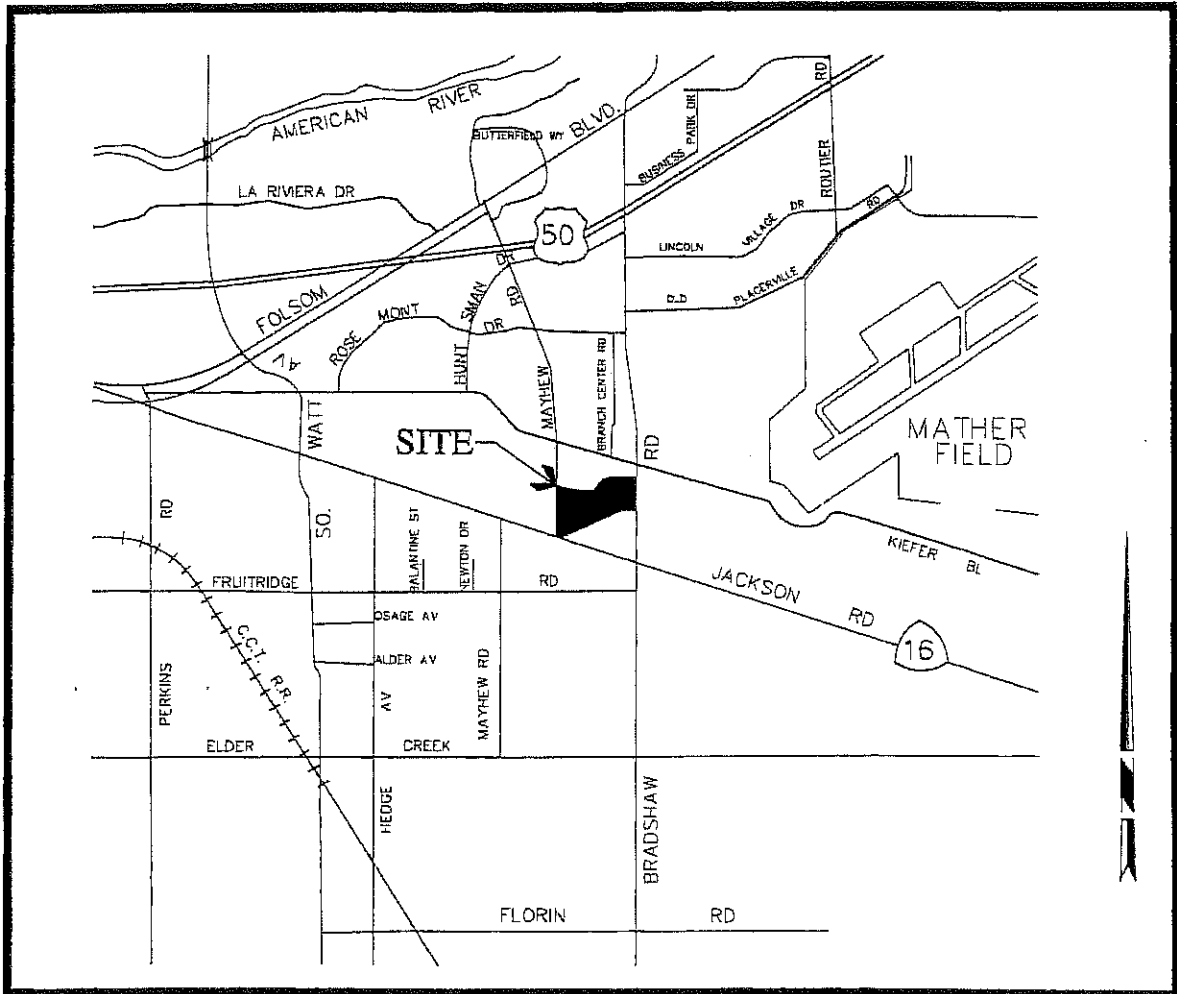


NOTE—Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 63 - Pg. 03
County of Sacramento, Calif.

APR 2 2005

Vicinity Map for
ASPEN IV SPA
Sacramento County, California



VICINITY MAP
NO SCALE



Not to Scale



February 28, 2007

