

City Planning Commission
Sacramento, California

Members in Session:

SUBJECT: Review of Draft Environmental Impact Report Metro Airport SPA
General Plan Amendment and Rezone, County of Sacramento (M86-
062)

SUMMARY

The County of Sacramento has distributed this Draft EIR on a proposed 1,920 acre Special Planning Area (SPA) located east of the Metro Airport, north of I-5. The City of Sacramento is a commenting agency pursuant to the State CEQA Guidelines Section 15087f. The EIR addresses potential impacts relative to the City's adopted North Natomas Community Plan (NNCP) traffic analysis, infrastructure, City services, and the potential growth inducing impacts on areas south of I-5. The City's Planning staff recommends that the City Planning Commission approve the transmittal of staff's comments, along with any comments the Commission deems appropriate, to the County of Sacramento.

BACKGROUND INFORMATION

The 1,920+ acre subject site is bounded by Elverta Road on the north, Lone Tree Road on the east, Interstate 5 on the south, and Sacramento Metropolitan Airport on the west (see Attachment A). Existing land use is primarily agricultural and currently designated as extensive industrial in the Sacramento County General Plan. No General Plan amendment relative to land use has been requested to date. The project site is zoned SPA which allows land uses related and supportive of the Metro Airport. The proposed project includes rezoning the SPA to allow use of the subject site without the provision of a public water system. County staff considers the proposed project to be consistent with the existing Metro Airport Master Plan but has indicated possible inconsistency with the Metro Airport Master Plan Update. The possible inconsistency is based on 1) the effect that extending Elkhorn Boulevard will have on future development of airport property; 2) possible impacts on the Airport Flood Control Retention Basin located south of Runway 16L-34R; and 3) the potential impact that extending Elkhorn Boulevard would have on existing and future traffic flows.

The County of Sacramento received the following requests which are addressed in this Draft EIR:

- A. Sacramento County General Plan Amendment (Major Streets and Highways Plan):

1. Realign Elkhorn Boulevard west of Lone Tree Road, as shown on Exhibit A, and change it from Recommended Post 2000 to Recommended Pre 2000 Expressway.
2. Add an 84 foot arterial from Elverta Road to Interstate 5 between Lone Tree Road and Power Line Road, as shown on Exhibit A.
3. Abandon Power Line Road from Elverta Road to where it presently intersects with Elkhorn Boulevard.
4. Add a freeway interchange at the terminus of the proposed 84 foot arterial and Interstate 5. (This may include deletion of the current interchange designation at Lone Tree Road and Interstate 5.)

B. Sacramento County Special Planning Area (SPA):

1. A rezone to modify the provisions of Sacramento County Ordinance 83-SPA-3 to allow use of the property without the provision of a public service water supply.

Potential significant adverse impacts resulting from the proposed project are identified in the Environmental Impact Report as follows:

Air Quality

Based on the development assumptions contained in the EIR, the project would produce 0.10% of the reactive hydrocarbon emissions projected for the year 1987. Growth in the Sacramento region will result in Federal ambient ozone standards not being attained, and any additional emission source will contribute cumulatively to the problem. Therefore, the contribution made by the project is considered a significant regional air quality impact unless measures are implemented to off-set project emissions. The Draft EIR identifies this impact as a significant effect which cannot be avoided.

Wildlife

The project will convert agricultural land to urban uses, alter drainage patterns, reduce forage opportunities and eliminate the open space now used by resident and migratory animal populations for habitat. Of particular concern is the habitat of the state-listed threatened Giant Garter Snake. Modification of drainage canals and ditches that may impact the habitat of the Giant Garter Snake will require approval from the California Department of Fish and Game.

Traffic and Circulation

The project site could be expected to generate 115,200 daily trips at buildout under existing entitlements and land use assumptions contained in the EIR. An adequate street system can be developed to accommodate projected traffic as indicated in the "Traffic and Circulation" section of the EIR. An exception is the interchange plan on the airport property. Traffic from the Elkhorn extension would result in adverse operational conditions and would surpass the design capacity of the proposed ramps. To mitigate these concerns, the County proposes in the EIR that before development proceeds the proposed new interchange should be constructed and an appropriate roadway alternative selected and built such that the SPA area is linked to surrounding major roadways and the airport. The County has projected that an extension of Elkhorn Boulevard with direct interchange with Airport Boulevard would not operate satisfactorily with projected traffic volumes and current design configurations. To mitigate these concerns, County proposes in the EIR an interchange design which does not adversely affect Airport Boulevard and Metropolitan Airport Circulation and Land Use, or, Elkhorn Boulevard should access Airport Boulevard south of Interchange 5 via the Power Line Road overcrossing. The revised circulation system may include the connection of SPA Road and Lone Tree Road north of Elkhorn Boulevard with both SPA Road and Lone Tree Road being designated as four lane roadways.

Growth Inducement

Growth inducing potential can be attributed to the proposed project by altering the timetable under which Elkhorn Boulevard is to be extended (from Post 2000 to the present), thus improving access to the project site and properties to the east which are in agricultural land use designations. The consequences of developing the site goes beyond its boundary, adding cumulatively to the loss of prime farm land by providing justification for similar actions on like property in the project area. The Draft EIR identifies this impact as a significant effect which cannot be avoided.

Issues addressed in the Draft EIR include the following mitigation measures:

Hydrology

1. Form a Benefit Assessment District for storm drain maintenance prior to development to the satisfaction of the County Division of Water Resources.

2. All on-site drainage facilities and grading must meet current Sacramento County Improvement standards.
3. Detailed engineering studies shall be conducted and completed prior to construction indicating design details and improvements to accommodate drainage from future development. These studies shall be reviewed and approved by the County Division of Water Resources, Reclamation District No. 1000 staff and trustees, and Natomas Central Mutual Water Company.

Noise

1. Prior to construction, the project proponents shall submit to the County Environmental Impact Section development plans identifying features which will reduce interior office noise to levels consistent with the Noise Element of the General Plan based on the adopted airport noise contours in effect at that time.

Archaeology

1. During the construction phase, if any unusual amounts of bone, shell, or any archeological resources are unearthed, construction activities shall be halted until the County Environmental Impact Section is notified and a qualified archeologist can evaluate the site.

Fire Protection

The City of Sacramento Fire Department requests that:

1. A one acre fire house site be provided to the satisfaction of the Sacramento City Fire Department.
2. A water system designed for fire protection be provided to the satisfaction of the Sacramento City Fire Department.

Water Supply

Prior to development, the Sacramento County Water Agency shall initiate creation of an assessment district or zone encompassing the project site (SPA) for purposes of collecting development fees. The purpose of the assessment district is to provide a means of funding the development, construction, and maintenance of a future surface water system. Groundwater and surface water alternatives have been identified in the EIR. These alternatives indicate that surface water

may be provided to the site by purchasing water from the City or by annexing the site into the City. The existing SPA Ordinance requires the provision of a public water supply prior to development of the site. The applicant has requested a rezone to modify this requirement which may include a private on-site well water system during the initial phases of the proposed project's development.

Hazardous Substances

1. Any specific use of an industrial nature shall submit plans to the Sacramento Air Pollution Control District and Regional Water Quality Control Board prior to operation.

City Planning staff believes that the Final EIR should address the following aspects:

1. Discuss the cumulative impacts of traffic from the North Natomas Community Plan (NNCP) and provide a comparison of the impacts from the NNCP EIR and the proposed project.
2. Discuss the phased development of the SPA's water supply and whether such supply will meet the required gallons per minute (GPM) flows to the satisfaction of the City Fire Chief.
3. Indicate whether the proposed SPA will include deletion of the current interchange at Lone Tree Road and Interstate 5.
4. Assess the potential fiscal and service impacts on the City including the Public Works and Police Departments.
5. Discuss housing supply and demand, affordability, and proximity to the new employment center.

RECOMMENDATION

Staff recommends that the City Planning Commission approve the transmittal of staff's comments on this Draft EIR, along with any additional comments deemed appropriate by the Commission, to the County of Sacramento for assessment in the Final EIR.

Respectfully submitted,



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Attachments