

## **3 PROJECT DESCRIPTION**

### **3.1 PROJECT LOCATION**

The project site encompasses approximately 577 acres located northwest of the intersection of State Route 70/99 (SR 70/99) and Interstate 5 (I-5) in Sacramento County. The project site is located in the unincorporated portion of Sacramento County, adjacent to and west of the City of Sacramento and outside the City of Sacramento's (City) existing Sphere of Influence (SOI).

The project site is bordered by agricultural and rural residential land uses to the west and north, I-5 and agricultural lands to the south, as well as SR 70/99 and a new residential community currently under development within North Natomas to the east and south. Regional access to the project site is provided from SR 70/99 and I-5 (Exhibit 3-1). Local access to the project site is provided by Elkhorn Boulevard (Exhibit 3-2).

### **3.2 EXISTING SETTING**

The project site consists of 12 parcels of land that have been in agricultural production and agricultural support uses. As of the publication of the Notice of Preparation (NOP) for the DEIR, the project site was fallow; however, the site has historically been rotated from fallow to active crop cultivation conditions. The majority of the site consists of former rice fields and associated water canals. Other crops that have been cultivated on-site include alfalfa and hay. A racehorse training facility was located in the northwest corner of the project site but it has since been demolished and only some remnant building foundations and the dirt racetrack remain. Other buildings that were present on the project site include agricultural outbuildings, greenhouses, and other support structures (e.g., wells) (Exhibit 3-3). All on-site buildings have been demolished and removed from the site.

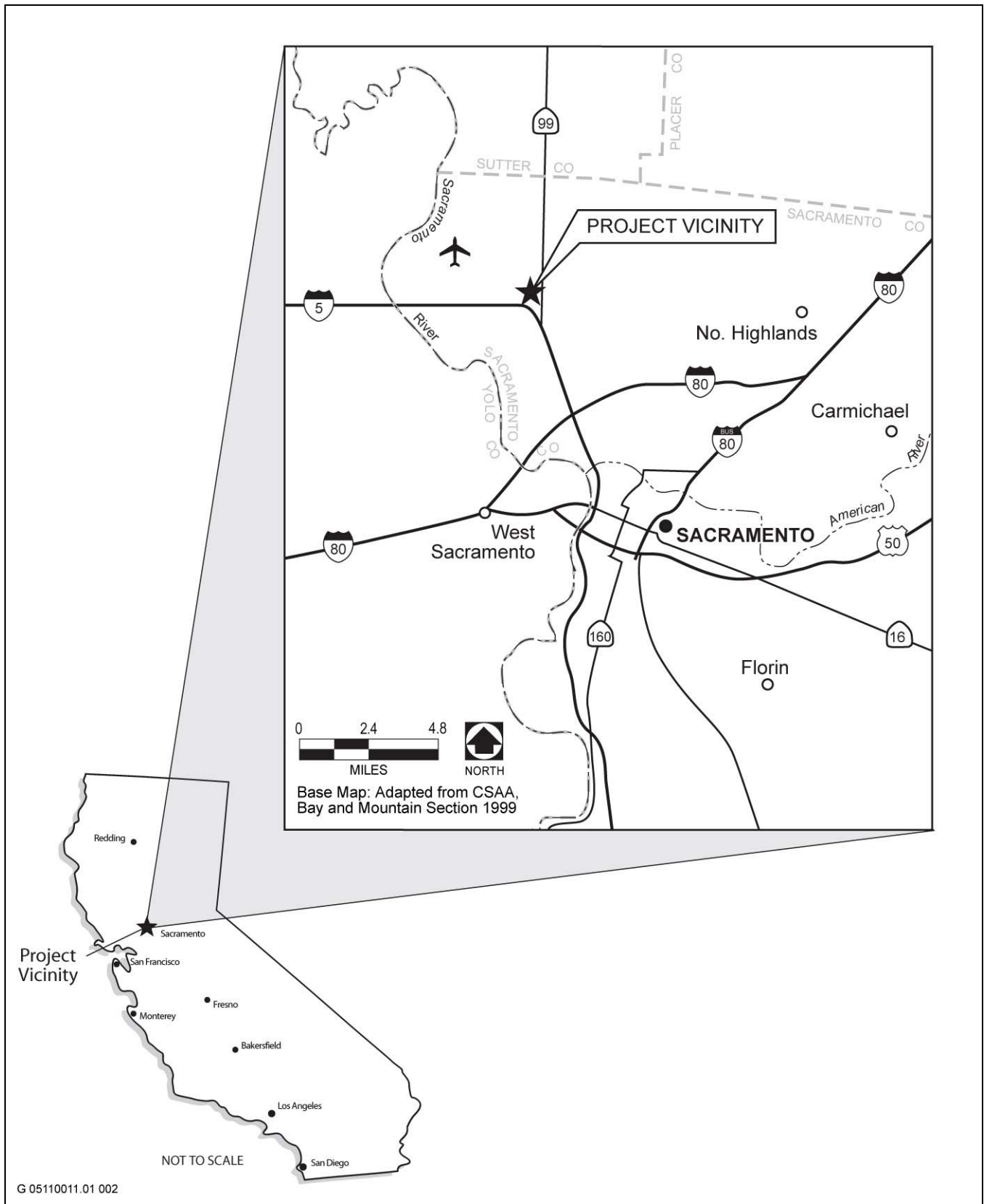
Surrounding land uses include agricultural land uses to the north and south, new residential development in the North Natomas community to the east and south, and the recently approved Metro Air Park development project to the west. The Metro Air Park development consists of proposed commercial, hotel, and recreational (i.e., golf course) land uses. The North Natomas Community Plan (NNCP) area is located adjacent to the eastern boundary of the project site across SR 70/99. Future development in the North Natomas area includes residential and commercial land uses.

The project site is located approximately 1 mile east of the Sacramento International Airport. The western two-thirds of the project site is located within the airport overflight safety zone. The airport overflight safety zone defines the area in which airplanes taking-off or landing have the greatest opportunity to fly directly over the project site.

### **3.3 PROJECT PURPOSE**

The proposed plan, land uses, zoning, and public improvements for the project site would create a residential development that provides access to alternative modes of transportation (e.g., light rail, bicycle, walking) to on-site commercial and retail centers and to off-site employment centers. The project would provide a variety of housing types at an intensified density along with mixed-use development to promote use of alternative modes of transportation. The project's use of a grid street pattern would provide multiple access routes to destinations on-site and off-site and allow for narrower streets within residential neighborhoods.

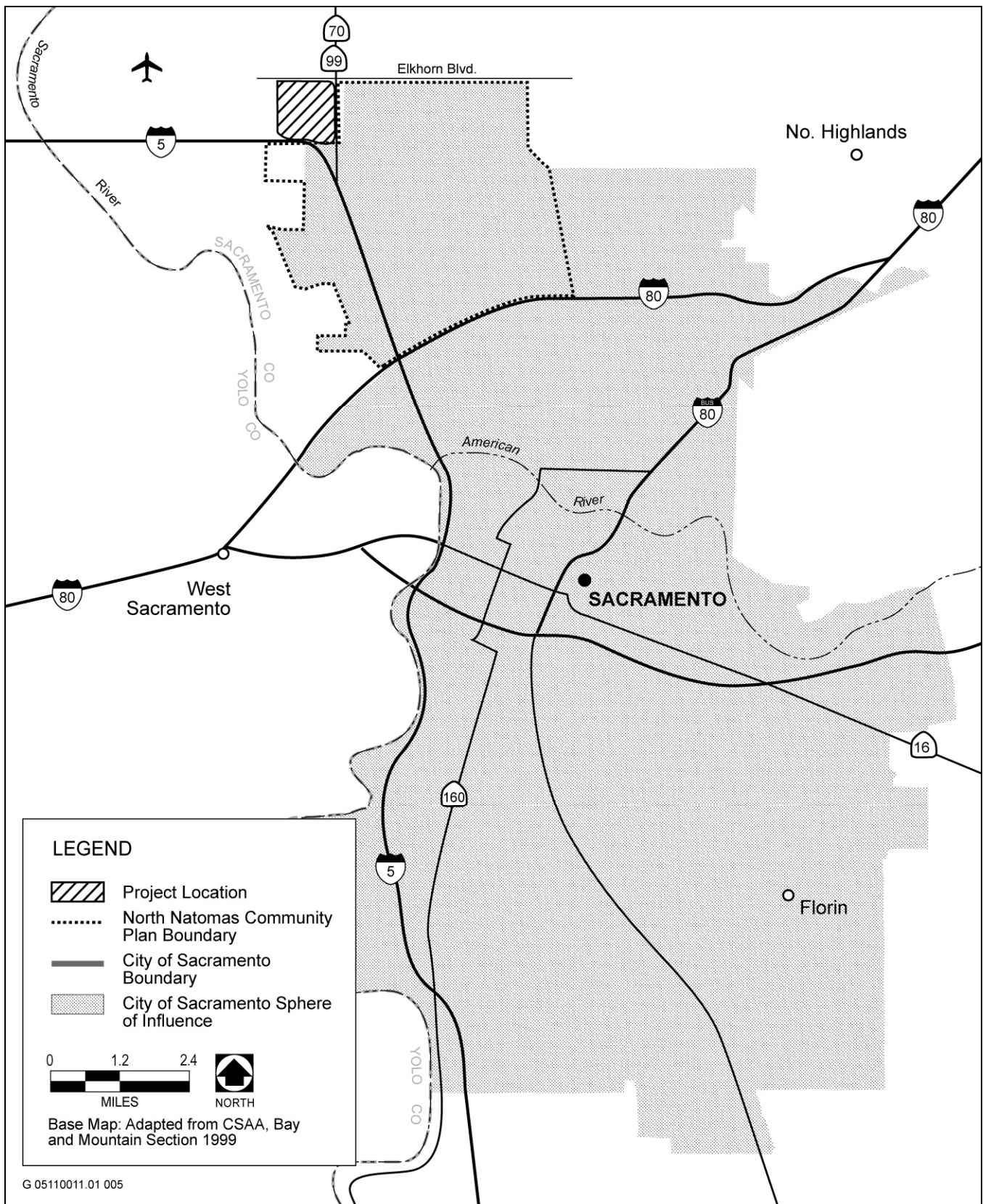
The purpose of the project is to create a mixed-use neighborhood through the development of retail and commercial uses, multi-family attached homes, and high density single-family detached homes. In addition, the project would allow for future on-site retail and commercial development in support of surrounding housing. The project also promotes the use of public transportation by incorporating a light rail station at the core of development.



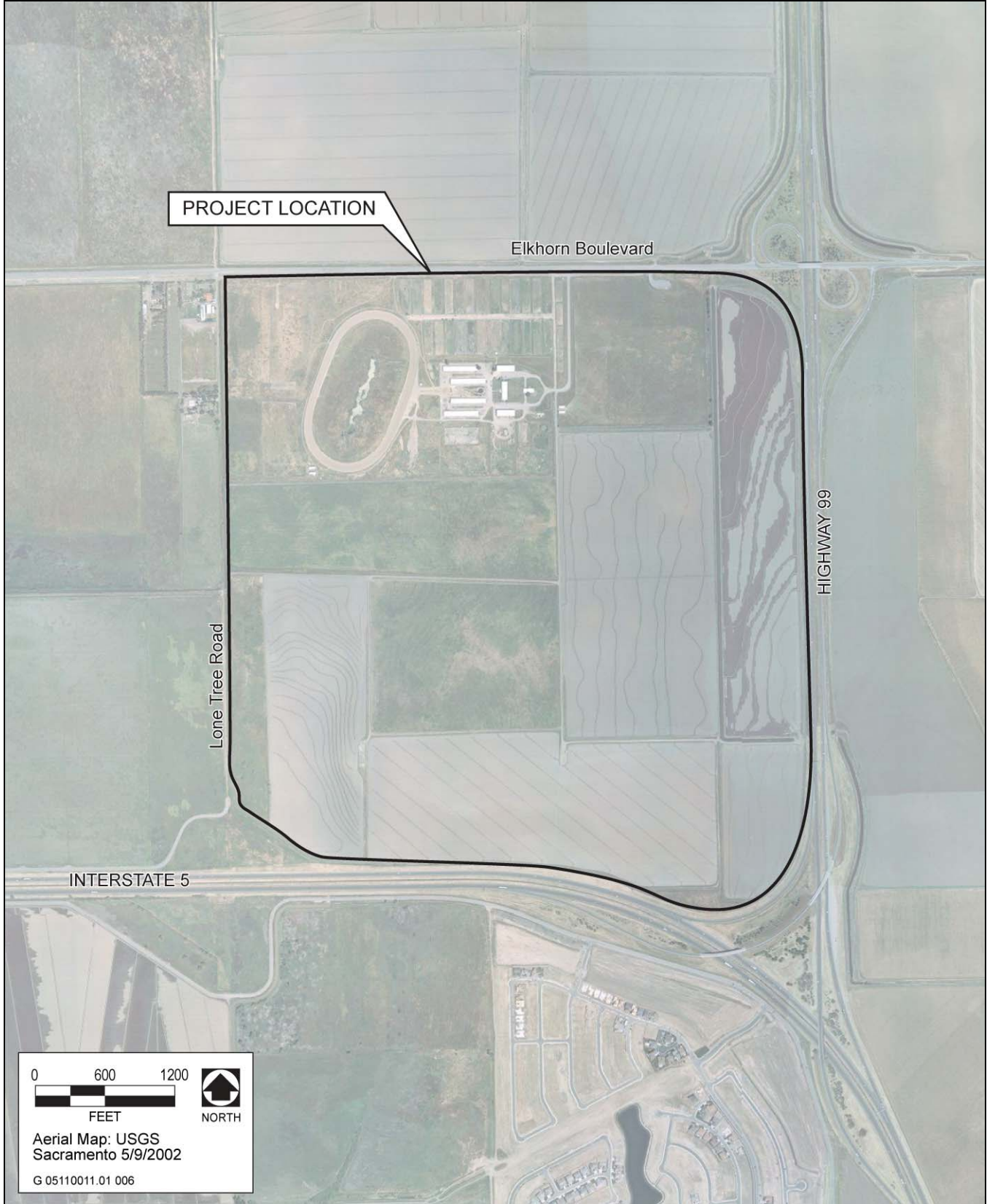
Source: EDAW 2005

**Project Vicinity Map**

**Exhibit 3-1**



Source: EDAW 2005



Source: EDAW 2005

## Aerial Map of the Project Site

### 3.4 PROJECT OBJECTIVES

Exhibit 3-3

The project has the following project objectives:

- ▶ create a quality residential development near the major employment centers of downtown Sacramento and Metro Air Park,
- ▶ create a transit-oriented, pedestrian-friendly development,
- ▶ provide development and land for construction of a light rail stop along the proposed Downtown-Natomas-Airport light rail line with densities that would support the feasibility of a light rail line,
- ▶ develop the project site in a manner consistent with and supportive of Sacramento Area Council of Government's (SACOG's) Blueprint plan,
- ▶ develop a project that is consistent with the Sacramento International Airport Comprehensive Land Use Plan (CLUP) to the degree feasible,
- ▶ design a project that promotes using various modes of transportation by locating high-density residential development within a quarter-mile of the proposed light rail station,
- ▶ provide vertically and horizontally mixed-use neighborhoods,
- ▶ provide neighborhood and community retail near residential development to shorten or reduce the number of vehicle trips,
- ▶ incorporate parks and open space into the project design in a manner that provides community connectivity,
- ▶ create a residential development with a variety of housing types,
- ▶ provide park and recreation opportunities within walking distance of residents,
- ▶ provide an elementary school site to serve the project's student demands,
- ▶ encourage walking and bicycle use by designing residential areas in a grid street pattern,
- ▶ make efficient use of development opportunity as the project site is bordered on three sides by existing or planned urban development,
- ▶ satisfy the requirements of the City of Sacramento's Inclusionary Housing Ordinance in part by providing an age-restricted facility (senior housing, retirement community) located near transit and other services that are affordable to very low- and low-income households, and
- ▶ ensure adequate, timely, and cost effective public services for the project
- ▶ develop and implement the project consistent with the General Plan Update Vision and Guiding Principles adopted by the City of Sacramento.

## **3.5 PROJECT CHARACTERISTICS**

### **3.5.1 LAND USES**

The project includes the construction of a range of housing types (e.g., high, medium, low density) that would be located within close proximity to public transportation systems (Exhibit 3-4). The proposed land use plan is a predominantly residential development centered on a common lake/detention basin (approximately 39 acres). A total of 3,473 housing units and approximately 27.5 net acres of retail and commercial space would be provided on-site. A 10-acre (net) elementary school would be provided in the southeastern portion of the project site and would meet the school demands of the project site. A total of eight neighborhood parks (48.5 net acres) would be provided throughout the community and would be connected by the central lake/detention and pedestrian paths and trails. Along with this, the project incorporates a 250-foot linear open space/buffer along the western edge of the site adjacent to Lone Tree Canal (measured from the center of the canal) for the protection of giant garter snake habitat. This area is proposed to be preserved as natural habitat and would only undergo periodic maintenance activities to ensure that the primary objective of providing quality giant garter snake habitat is preserved. No facilities (e.g., trails, paths) or other activities would occur within this corridor. Two other groundwater wells would be constructed near the lake/detention basin and would be periodically used (if at all) to maintain adequate water levels in the lake/detention basin. The project applicant would also grant an avigation easement over the project site to the Sacramento International Airport. This easement would require title notification to future residents of the project site that aircraft operations occur less than 1-mile east of the site and those occupants could be subject to increased noise levels associated with aircraft overflights.

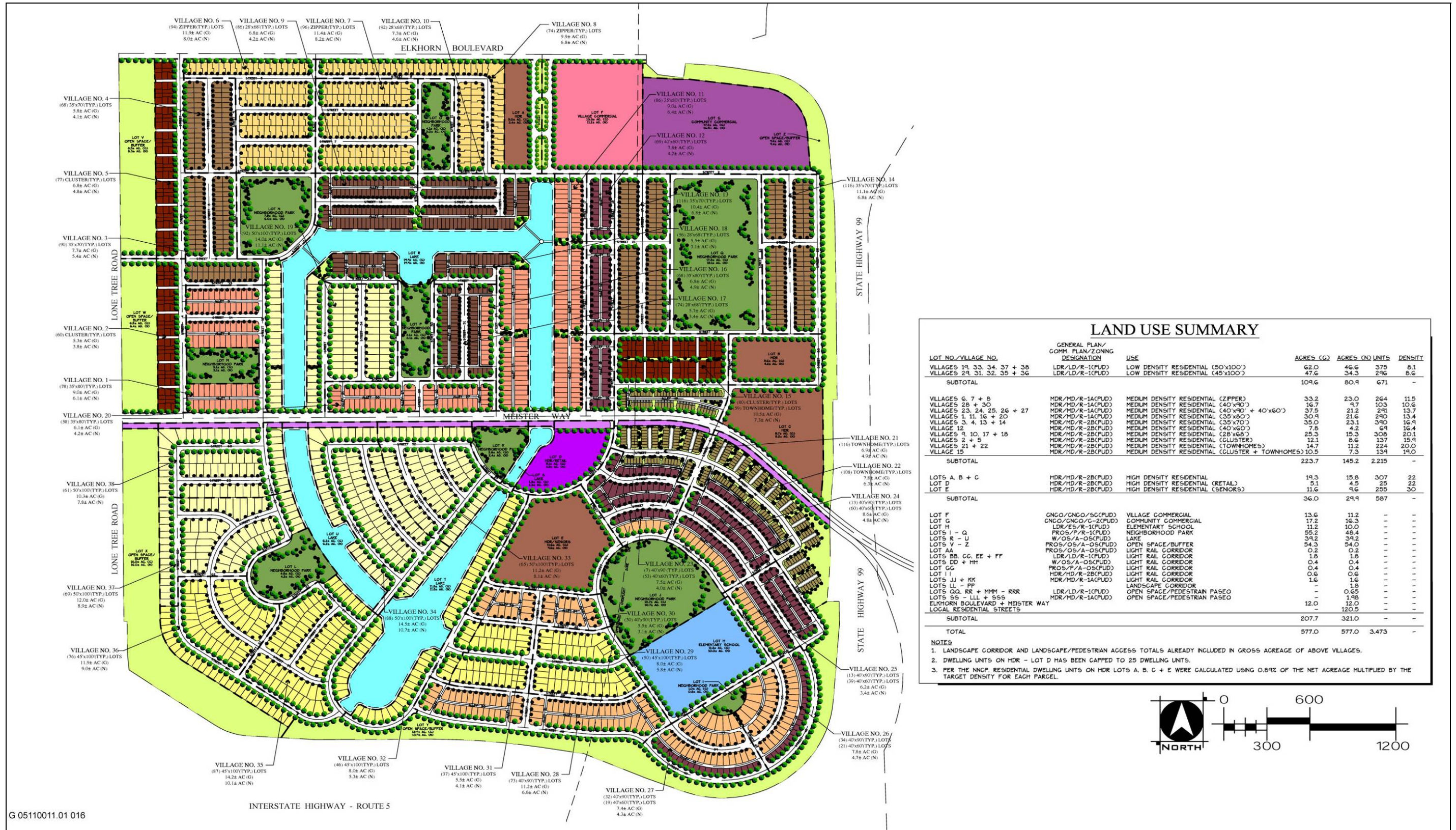
The project would also provide an age-restricted facility that provides housing for seniors and retirees to satisfy the requirements of the City's Inclusionary Housing Ordinance (Section 17.190 of City of Sacramento Zoning Code). The Inclusionary Housing Ordinance requires that 10% of housing units in new developments be affordable to very low income households and 5% of housing units affordable to low income households. Development of senior housing would create a retirement community that would serve very low and low income households and would increase the mixture of housing types within the project. The total number of housing units proposed to be developed as part of the project is shown in Table 3-1 below.

Medium and high density housing and retail land uses would be located in the center of the project site along a new arterial (Meister Way) that connects the project site to the North Natomas Community to the east via a new overpass over SR 70/99 and Metro Air Park to the west. Easements would be provided for a new light rail station to be constructed along this new roadway arterial by Sacramento Regional Transit (RT) and RT intends to provide a new light rail stop along RT's proposed Downtown-Natomas-Airport light rail line. Commercial development would be primarily located in the northeastern portion of the project site along Elkhorn Boulevard. The project includes the construction of 155,000 square feet of large-format retail uses (including a 10,000-square-foot garden center), 67,000 square feet of grocery uses, and 66,000 square feet of retail shops on the village and community commercial designated parcels (Exhibit 3-4) for a total of 288,000 square feet of commercial services.

### **3.5.2 ANNEXATION AND SPHERE OF INFLUENCE EXPANSION**

The project site is currently located in the County of Sacramento, adjacent to and west of the corporate limits and SOI of the City of Sacramento, and outside the City of Sacramento's SOI. The applicant requests approval by the Sacramento Local Agency Formation Commission (LAFCo) for amendment of the City's SOI and annexation of the project site into the City consistent with the Memorandum of Understanding.

A variety of public services would be provided to the project site by the City and other local/regional service agencies including the Sacramento Regional County Sanitation District (SRCSD) (wastewater), City of Sacramento (water, parks and recreation, fire, and police), Reclamation District Number 1000 (RD 1000) (stormwater), Rio Linda Union School District and Grant Joint Union High School District (schools), Sacramento Police Department, and Sacramento Fire Department.



Source: Wood Rogers September 2005

**Project Site Plan**

**Exhibit 3-4**





**Table 3-1  
Proposed Housing Types and Number of Units**

Housing Type	Number of Housing Units
<b>Low Density</b>	
50 x 100-foot lots	375
45 x 100-foot lots	296
Subtotal	671
<b>Medium Density</b>	
Zipper lots <sup>a</sup>	264
45 x 90-foot lots	103
40 x 90-foot + 40 x 60-foot lots	291
35 x 80-foot lots	290
35 x 70-foot lots	390
40 x 60-foot lots	69
28 x 68-foot lots	308
10-unit Cluster	217
Townhomes	283
Subtotal	2,215
<b>High Density</b>	
Apartments	307
Senior housing	255
Mixed-use housing	25
Subtotal	587
Total Housing Units	3,473
<sup>a</sup> Lot design in which rear lot line moves back and forth to vary the depth of the rear yard and concentrate open space on the side of lot. Source: Data compiled by EDAW 2005	

The project site lies within the service area of these service providers with the exception of the SRCSD and Sacramento Police Department. The project site is adjacent to and east of the SRCSD's SOI. As such, before SRCSD can provide service to the project site, the project would require approval from LAFCo for the amendment of SRCSD's SOI to include the project site. The City would be responsible for providing law enforcement services after annexation of the project site into the city.

### **3.5.3 GENERAL PLAN AMENDMENT, GENERAL PLAN UPDATE, AND SACOG BLUEPRINT**

The project would require the amendment of the City's existing general plan land use designations on the project site from AG-80 (agricultural cropland uses/80 acre minimum lot size) to land use designations that would be consistent with proposed land uses as described in Table 3-2. The project would also amend the boundaries of the

NNCP. The project includes the adoption of Planned Unit Development (PUD) Guidelines and the Greenbriar Finance Plan, which would guide development of the project.

<b>Table 3-2 Proposed City Land Use Designations and Acreages (Net) for the Project Site</b>		
Designation	General Plan Land Use	Acres
LDR	Low density residential (4–15 du/ac)	80.9
MDR	Medium density residential (16–29 du /ac)	145.2
HDR	High density residential (30+ du/ac)	29.9
PROS	Neighborhood park/Open space/Buffer	105
W	Water	39.2
LDR	Elementary school	10.0
CNCO	Community/Village commercial	27.5
--	Major and secondary roads	12.0
--	Local Residential Streets	120.4
--	Light Rail Corridor	5.0
--	Landscape Corridor	1.8
Total		576.9

The project would generally be consistent with the City of Sacramento General Plan Update Vision and Guiding Principles document adopted in November 2005, and SACOG’s Seven Principles of Smart Growth used to develop the regional blueprint. The project’s compliance with these two sets of broad policy directives will be described in the Planned Unit Development Design Guidelines prepared for the project. The City will consider adoption of the Planned Unit Development Design Guidelines as one of several discretionary actions necessary to approve the project as described in Section 3.6, “Required Discretionary Actions.”

### **3.5.4 ZONING AMENDMENT**

The project would also require a zoning amendment to change the City’s existing zoning designations for the project site from the current designation of AG-80 (agricultural cropland uses / 80 acre minimum lot size) to zoning designations that are consistent with proposed land uses as described in Table 3-3.

### **3.5.5 PARKS AND OPEN SPACE**

The project includes several park and open space features including, greenbelt areas along I-5, SR 70/99, and Elkhorn Boulevard, a 250-foot linear open space/buffer along Lone Tree Canal (measured from the center of the canal), (western edge of the project site) for the protection of giant garter snake habitat, bike and pedestrian trails located throughout the proposed community, and 48.4 net acres of parks. A 10-acre neighborhood park would be located adjacent to the proposed elementary school in the southeast portion of the site. A total of six smaller park sites (i.e., park sites ranging from 2 to 6 acres) would be located in the eastern half of the project site north and south of Meister Way. A 23-acre community park site would be located in the northeast quadrant of the project site. Exhibit 3-4 presents the general location of the proposed park facilities; however, since preparation of this site plan, the applicant in coordination with the City of Sacramento has made minor adjustments to the park

acreages to better reflect the City’s goal for park development within the project site. These changes have been described above.

<b>Table 3-3 Proposed Zoning Designations and Acreages for the Project Site</b>		
Designation	Land Use	Acres
R-1 (PUD)	<i>Low density residential/Elementary School:</i> Allows residential land uses with densities from 4–15 dwelling units per acre. Typical development will include single family detached units, duplexes, halfplexes, townhomes, condominiums, zero lot line units, and cluster units (City of Sacramento 1988).	90.9
R-1A (PUD)	<i>Medium density residential:</i> Allows multiple family dwellings with densities ranging from 16–29 dwelling units per acre. Typical development will include condominiums, garden apartments, and light density apartment uses (City of Sacramento 1988).	86.7
R-2B (PUD)	<i>High density residential:</i> Allows a mixture of residential densities along with limited commercial or office use with densities from 30 to 156 units per net acre (City of Sacramento 1988).	88.4
A-OS (PUD)	<i>Neighborhood park/Open space/Buffer/Water:</i> Allows development of neighborhood parks and open space areas consistent with the General Plan’s definition for such uses. The buffer designation allows an enhanced movement corridor for giant garter snake. The water features allow development of a lake/detention basin that would detain water on a year-round basis.	146.0
SC (PUD)	<i>Village commercial:</i> Allows development of commercial centers that are intended to serve as the focal point for two to four neighborhoods. The anchor tenant would be a grocery store and/or drug store.	11.2
C-2 (PUD)	<i>Community commercial:</i> Allows development of commercial centers that offer comparison shopping as well as convenience items. The anchor tenant would be a junior department store, large variety, or discount store. Other tenants may include specialty clothing stores, furniture or appliance stores, jewelry stores, and entertainment services.	16.3
--	Major and secondary roads	132.4
--	Light rail corridor	5.0
Total		576.9

### 3.5.6 TRANSPORTATION FACILITIES AND CIRCULATION

The project includes the construction of the Meister Way overpass over SR 70/99. This overpass would generally be located near the center of the project site and would connect the project site to the North Natomas Community east of the project site. In addition, Meister Way would be extended west of the project site once the Metro Air Park project is constructed (discussed further in Section 3.7, “Related Projects”). The proposed overpass would consist of two lanes (one lane in each direction) and pedestrian sidewalks on either side of the roadway. The overpass would extend from East Commerce Way east of the site to its first intersection within the project site. The project applicant would contribute its fair share to funding this improvement, which would ultimately be constructed under the direction of the City. Timing of construction of this improvement is linked to an increase in project trips as described in Section 4.1, “Transportation and Circulation.”

Other proposed transportation improvements would include the widening of Elkhorn Boulevard to provide adequate ingress and egress at the project site (e.g., turning lanes) and construction of an internal roadway circulation network. The project would provide automobile access to off-site locations via Elkhorn Boulevard at the northern project boundary, Lone Tree Road at the western project boundary, SR 70/99 at the eastern boundary, and Meister Way which passes through the center of the project site in an east-west direction (Exhibit 3-4). Meister Way would connect to areas east of the project site via a new roadway overpass over

SR 70/99. The overpass is an element of the proposed project and would extend from East Commerce Way east of the project site to its first intersection within the project site.

The project site is located along the proposed Downtown-Natomas-Airport light rail line and includes dedication of a corridor that could accommodate a future transit stop and light rail alignment located near the center of the project site along the proposed Meister Way roadway. The light rail station would provide public transportation access to downtown Sacramento, Sacramento Airport, and Metro Air Park.

On-site vehicle circulation would be provided by local residential streets and collector streets through each neighborhood. All roadways except for local residential neighborhood streets, including the Meister Way overpass, would include a separate bike lane (Class II). Sidewalks and green spaces would be located throughout residential neighborhoods to allow pedestrian access throughout the development and to surrounding areas. Approximately 3.9 acres of pedestrian trails would be provided around the on-site lake/detention basin.

Using Meister Way as an east-west dividing line through the project site, vehicle circulation in the northern portion of the project site is focused along a grid-pattern (no use of cul-de-sacs) of streets extending through residential neighborhoods and neighborhood parks. The northern portion has four access points along Elkhorn Boulevard and eight access points from Meister Way. The southern portion of the project site also includes a grid-pattern with streets extending through residential neighborhoods and neighborhood parks in a curvilinear form. The southern portion has three access points from Meister Way. These three access points also extend north across Meister Way to provide a connection to the northern and southern parts of the project site. The use of a grid-pattern for streets throughout the project site provides multiple access points and routes to on- and off-site areas.

### **3.5.7 INFRASTRUCTURE PLANS**

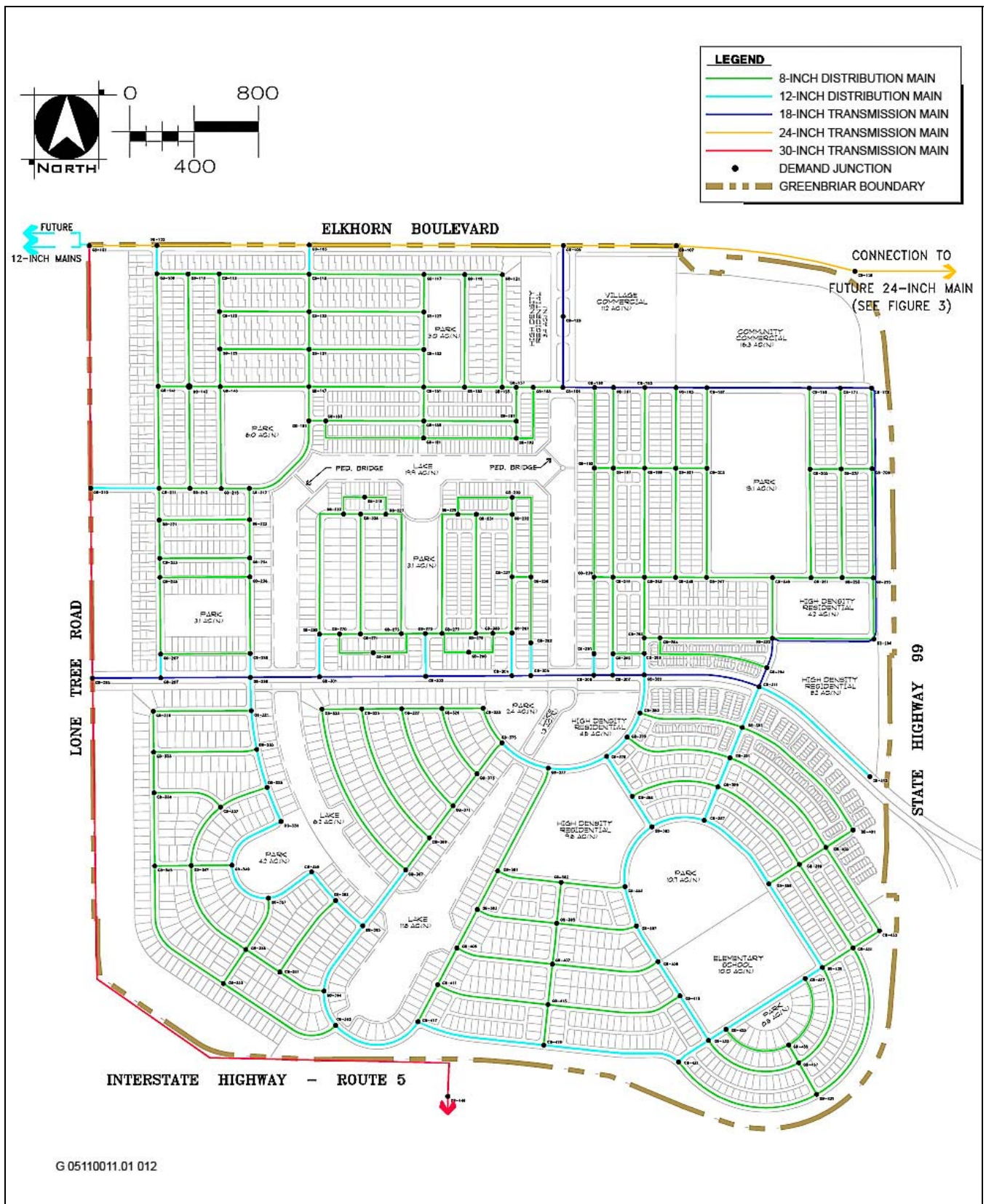
The project would include phased expansion and extension of public utility infrastructure from adjacent areas (e.g., NNCP area) to the project site. Infrastructure plans would specify the size and locations of pipelines necessary to convey potable water, wastewater (including pump and lift stations if necessary), and storm water drainage to and from the project site. In addition, locations for placing electrical infrastructure and natural gas lines would also be identified on the plans.

#### **Water Facilities**

The main water supply for the project site would be a 30-inch transmission line that would be extended from South Bayou Road (south of the project site) under I-5 (via a jack and box construction method) (Exhibit 3-5) to Elkhorn Boulevard. Additional reliability and redundancy in the water distribution system would be provided through a 24-inch transmission line that would be constructed from Natomas Boulevard and Elkhorn Boulevard (east of the project site) to the intersection of Lone Tree Road and Elkhorn Boulevard where it would connect to on-site distribution facilities. The proposed water distribution system would consist of a grid of 8-inch and 12-inch distribution mains throughout areas designated for residential land uses. An 18-inch transmission main would run under Meister Way from the western edge of the project site to the east; it would then run north between two parcels designated for high density residential land uses (near the eastern boundary), east along the boundary of the site, and would terminate at a 24-inch transmission main located in Elkhorn Boulevard. Three groundwater wells would be constructed on-site; one to periodically maintain flow in Lone Tree Canal; and two to maintain (if needed) flows within the on-site lake detention basin.

#### **Wastewater Facilities**

The project includes the construction of a gravity flow and force main wastewater collection system. Approximately one-quarter of the site would be served by a gravity flow system that would connect to the existing 33-inch North Natomas interceptor located at the terminus of Greg Thatch Circle (immediately east of the



Source: Wood Rodgers 2005

### Water Distribution System

### Exhibit 3-5

project site) (Exhibit 3-6). The remaining portions of the project site would be served by gravity flow to a centrally located lift station. Flows from the lift station would be conveyed by a 16-inch sewer force main that would ultimately connect to the 33-inch North Natomas Interceptor along the northwestern boundary of the property.

## **STORM DRAINAGE FACILITIES**

The project includes the construction of an approximate 39-acre lake/detention basin. The project site would be graded to create building pads and streets that would direct drainage to the lake/detention basin. Storm drainage trunk lines within the project site would be sized from 24 to 54 inches and would convey on-site stormwater to the lake/detention basin, which would use a gravity outfall to discharge flows into the West Drainage Canal through two 78-inch reinforced concrete pipes and three 8-foot by 5-foot box culverts at the I-5 undercrossing located in the southwestern portion of the project site.

### **3.5.8 CONSTRUCTION PLANS**

Construction activities associated with project development would include grubbing/clearing of on-site areas, excavation and relocation of soil on the site (i.e., balanced grading), backfilling and compaction of soils, construction of utilities (i.e., potable water conveyance, wastewater conveyance, storm water drainage facilities, underground electrical and natural gas facilities), and construction of proposed buildings associated with residential and commercial land uses. With the exception of proposed infrastructure connections, all construction activities would occur within the 577-acre site. Off-site infrastructure (e.g., water and sewer pipelines) construction would generally occur within existing roadways and would encompass an approximate 50-foot corridor. The Meister Way overpass and Elkhorn Boulevard improvements would also occur in existing roadway alignments. Construction equipment would vary day-to-day depending on activities occurring, but would involve operation of scrapers/earthmovers, wheeled dozers, water trucks, fork-lift, wheeled loaders, and a motor grader. A maximum of 250 workers would commute to the project site on a daily basis. Construction workers would access the site via Elkhorn Boulevard and SR 70/99. The project would be developed in two phases with Phase 1 developing land north of Meister Way and Phase 2 developing land south of Meister Way. Following initial site preparation (grubbing, clearing, grading) phase, building construction would commence. Construction of the project is anticipated to begin in spring/summer of 2007 and would last approximately 5–10 years.

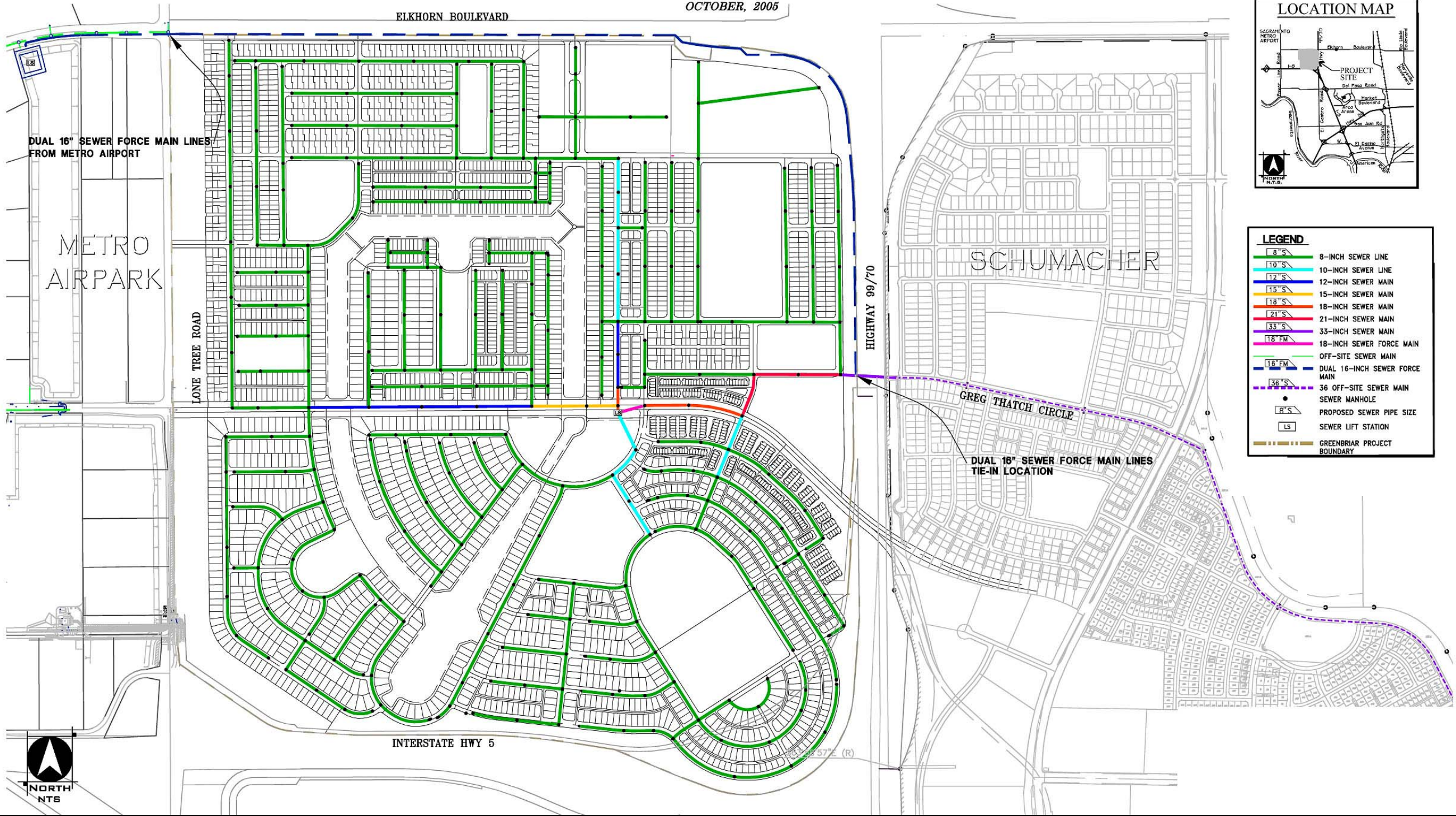
Timing of construction of the proposed Meister Way overpass would be determined based on project transportation impacts identified in Section 4.1, “Transportation and Circulation,” and through the financing plan prepared for this project, which would be prepared in consultation with the City of Sacramento. Timing for the extension of light rail service and construction of a light rail station would depend on Sacramento Regional Transit’s schedule for implementation, which is currently unknown at this time.

## **3.6 REQUIRED DISCRETIONARY ACTIONS**

Project approval requires the lead agencies (and responsible agencies) to approve the project or project components, issue required permits, or affirm compliance with agency requirements. The Sacramento LAFCo and City of Sacramento are the co-lead agencies for the Greenbriar project. A lead agency, as defined in Section 15367 of the State CEQA Guidelines, is “the public agency that has the principal responsibility for carrying out or approving a project.” Described below is the environmental review process for the project and the discretionary actions sought by the project applicant for the Greenbriar project that the City and LAFCo will consider during its review. The City is the project applicant for LAFCo proceedings (i.e., SOIA and reorganization).

- ▶ The DEIR will be circulated for public review and comment, as described in Chapter 1, “Introduction.”
- ▶ The City will refer the project to the Sacramento County Airport Land Use Commission (ALUC) for a review of the project’s consistency with the Comprehensive Land Use Plan (CLUP).

**SEWER SYSTEM LAYOUT FOR  
GREENBRIAR  
CITY OF SACRAMENTO**  
SACRAMENTO, CALIFORNIA  
OCTOBER, 2005



G 05110011.01 011

Source: Wood Rogers 2005

**Wastewater Conveyance System**

**Exhibit 3-6**





- ▶ The Sacramento LAFCo will hold a public hearing during the public review period at which time individuals and public agencies may comment on the adequacy of the DEIR.
- ▶ The ALUC will issue a consistency determination for the project.
  - If the ALUC determines that the project is inconsistent with the CLUP, the City will review ALUC's decision and will determine whether to issue a Statement of Override for ALUC's decision.
  - If a Statement of Override is issued by the City, the City will forward a notice of its decision to ALUC 45 days before the City taking action to override ALUC's decision.
  - Within 30 days of receiving the City's notice to override its consistency determination, ALUC will submit its findings to the City.
- ▶ After the close of the public review period for the DEIR, the Final EIR, consisting of all comments received on the DEIR together with responses to those comments and necessary changes to the EIR text, will be prepared and circulated to public agencies for a 10-day review period.
- ▶ After the close of the 10-day review period, LAFCo will hold a public hearing at which it will consider the adequacy of the Final EIR regarding the SOIA only, including review of written comments on the adequacy of the Final EIR response to comments on the DEIR.
- ▶ After certification of the Final EIR by LAFCo, the Commission will then consider the merits of the project as it relates to the issues of growth projections, rate of buildout, municipal service provision, and open space and prime agricultural resources in a public hearing at which time the public can comment on the merits of the SOI amendment application before LAFCo.
- ▶ Applications that LAFCo would consider for approval, conditional approval, or denial include whether to:
  - accept the Municipal Services Review for the project;
  - approve amendment of the City's Sphere of Influence (SOI) to incorporate the project site; and
  - approve amendment of the Sacramento Regional County Sanitation District's SOI to incorporate the project site.
- ▶ After LAFCo considers the SOIA and if recommendations for approval or conditional approval are made, the City of Sacramento Planning Commission will hold a public meeting at which it will consider the adequacy of the Final EIR for pre-zoning, amendment of the NNCP boundaries, and land use entitlements (e.g., general plan amendments, maps, PUD guidelines, and finance plan).
- ▶ When the Planning Commission is satisfied that the Final EIR is complete, it will recommend that the City Council certify the Final EIR as being adequate according to CEQA requirements.
- ▶ Following the Planning Commission recommendation to the City Council, the Planning Commission will then consider the merits of the project. This consideration could occur during the same meeting at which it considers the adequacy of the Final EIR. The Planning Commission will hold a public hearing at which individuals and public agencies can comment on the merits of the project, after which the Planning Commission will recommend approval, conditional approval, or denial of project applications.

- ▶ Entitlement actions under consideration by the Planning Commission during its review of the project merits will include whether to:
  - recommend approval of a pre-zone of the project site to zoning designations consistent with the proposed development plan and the City’s zoning categories;
  - recommend approval of a General Plan Amendment to amend the City land use designation of AG-80 to low-density residential, medium-density residential, high-density residential, neighborhood park/open space/buffer, water, community/village commercial;
  - recommend approval for review of project to the Sacramento LAFCo to consider approval of reorganization of the project site, annexation into the City of Sacramento, and SRCSD and detachment from Natomas FPD;
  - recommend approval for referring the project to the Sacramento City Council to consider approval of the Greenbriar Planned Unit Development Design Guidelines;
  - recommend approval of the project’s financing plan (Greenbriar Finance Plan);
  - recommend approval of the project’s SB 610 Water Supply Assessment;
  - recommend approval of large lot tentative subdivision map;
  - recommend that the City Council repeal Resolution No. 2001-518, which was adopted by the City of Sacramento on July 24, 2001 pursuant to the Agreement to Settle Litigation in the National Wildlife Federation v. Bruce Babbitt, Secretary of Interior case;
  - recommend approval of the ALUC override (if an override is determined to be necessary);
  - recommend approval of an Inclusionary Housing Plan;
  - recommend approval of small lot tentative subdivision maps; and
  - recommend approval of a development agreement for the project.
- ▶ After the Planning Commission considers the project and if recommendations for approval or conditional approval are made, the City Council would then hold a public meeting at which time it will decide whether to certify the Final EIR.
- ▶ After certification of the Final EIR, the City Council will then consider the merits of the project in a public hearing at which time the public can comment on the merits of the project and applications for project approval. The City Council will approve, give conditional approval, or deny the Greenbriar project. After approval or conditional approval of the project by the City Council, the City will adopt a Resolution to initiate the reorganization (annexation and detachment).
- ▶ After approval or conditional approval of the project by the City Council, LAFCo will hold a public meeting to consider whether to approve, conditionally approve, or deny the reorganization (annexation and detachment) of the project site to the City of Sacramento and SRCSD.
- ▶ Once all project entitlements are obtained from the City of Sacramento and LAFCo, other responsible agencies would consider the project and associated entitlements when considering permitting or other related actions. Examples of potential responsible agency actions that could be required for this project are provided in Section 1.3, “Lead and Responsible Agencies.”

## 3.7 RELATED PROJECTS

CEQA Guidelines Section 15130, "Discussion of Cumulative Impacts," requires an EIR to discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The following sections discuss projects that are approved or proposed and would potentially result in environmental impacts that would contribute to cumulative conditions. See Section 7.2, "Cumulative Impacts, for Additional Analysis."

### 3.7.1 NORTH NATOMAS COMMUNITY PLAN

The project site is located adjacent to the North Natomas Community Plan (NNCP) area, a developing area in the northern portion of the City of Sacramento. The community plan area consists of approximately 9,000 acres. Within this area the City of Sacramento envisions the development of urban land uses consisting of residential, employment, commercial, and civic land uses that would be interdependent on local transit service and transit routes, including light rail. According to the City of Sacramento, development within the NNCP area as of September 14, 2005 includes approval of 12,162 lots for development of residential, commercial, industrial land uses; approval of 10,801 building permits; approval of 11,599 single family residential special permits; and approval of 6,003 multi-family residential special permits.

### 3.7.2 NORTH NATOMAS JOINT VISION AREA

The project site is located within the North Natomas Joint Vision (Joint Vision) area which is a collaborative effort between the City and County of Sacramento to develop a vision for the area of the County between the northern city limits and Sutter County. Greenbriar is located within this area. In December 2002, the City Council and County Board of Supervisors entered into a Memorandum of Understanding (MOU), which defined a set of guiding principles for the implementation of the following goals:

- ▶ proactively guide future urban growth for more efficient use of the land, while securing permanent preservation of open space/farmland at a mitigation ratio of at least one-to-one;
- ▶ improve future air quality through efficient land use, which reduces automobile travel by accommodating future growth according to Smart Growth principles adopted by City Council (Smart Growth Principles/Resolution);
- ▶ provide for revenue sharing between the City and County to prevent competition for tax revenues and promote balanced regional planning; and
- ▶ protect future airport operations.

The land use plan has not been developed, but general concepts have been considered. In general, the preferred land use scenario for the Joint Vision area consists of a mixture of residential densities, an industrial park adjacent to the eastern edge of the Sacramento International Airport, and open spaces in the northern extent separating development from the Sutter County boundary. The Joint Vision area's preferred land use scenario specifically for the project site includes the development of high density mixed residential and single-family small lot land uses. The proposed project has been designed to be consistent with this preferred land use scenario.

The Joint Vision area includes approximately 10,000 acres, including the Greenbriar project site and is located outside the City of Sacramento's SOI as established by the LAFCo Commission. The City, consistent with its planning efforts for the Joint Vision area, is reviewing the possibility of applying for LAFCo approval of an amendment to the City's SOI boundary to include the Joint Vision area. LAFCo approval of annexation of any such land areas to the City would also require LAFCo approval.

### **3.7.3 SACRAMENTO REGION BLUEPRINT**

The Sacramento Area Council of Governments (SACOG) recently prepared the Sacramento Region Blueprint: Transportation/Land Use Study (Blueprint) (December 2004) that describes how and where the greater Sacramento region should grow, how Sacramento area residents should travel, and how growth within Sacramento affects the environment. The Blueprint process involved consideration of land use patterns throughout the six-county SACOG region (i.e., Sacramento, Placer, Yolo, Yuba, Sutter, El Dorado) and how these patterns could develop over the next 50 years if land use patterns continue along their recent historical course. The intent of the Blueprint is to support an alternative course of development throughout the region that would serve to reduce potential conversion of farmland, open space, and habitat, and provide for a more effective regional transportation system. The Blueprint provides an opportunity for the entire Sacramento region to develop detailed technical data for use by local elected leaders in making their land use decisions. SACOG will also use the Blueprint to decide what transportation projects would best serve the greater Sacramento region as it grows. Although the Blueprint suggests how land uses should develop throughout the region, it is not an adopted land use plan by any land use agencies. Further, it provides guidance to local land use agencies, including the City and County of Sacramento, for how land uses could develop in an orderly and efficient manner while meeting economic, transportation, and environmental objectives.

The Blueprint developed Preferred Scenario Maps that depict an option for how the region should grow through the year 2050 in a manner generally consistent with the Blueprint growth principles. These growth principles generally consist of providing a variety of transportation choices, offering housing choices and opportunities, taking advantage of compact development, using existing infrastructure assets, conserving natural resources, and encouraging distinctive and attractive communities with quality design.

### **3.7.4 CITY OF SACRAMENTO SPHERE OF INFLUENCE EXPANSION**

The City of Sacramento is considering an expansion of its SOI boundary. The proposed SOI expansion would encompass approximately 10,000 acres to the north and west of the current city boundaries. This expansion would generally accommodate the boundaries of the Joint Vision areas as described above in Section 3.7.3, “North Natomas Joint Vision Area.”

### **3.7.5 CITY OF SACRAMENTO GENERAL PLAN UPDATE**

The City of Sacramento recently initiated a comprehensive update of its General Plan. The General Plan provides guidance to City decision-makers when making determinations about the allocation of resources and the future physical form and character of development within the city. The General Plan also describes the City’s vision for the extent and types of development needed to achieve the community’s physical, economic, social, and environmental goals.

Sacramento’s existing General Plan was adopted in 1988. Various elements of the General Plan have been updated over time but the overall General Plan has not been comprehensively revised since adoption. Some of the data, analyses, and policies in the existing General Plan do not reflect current conditions in the City. As a result, the City determined that an update of the General Plan is necessary to reflect the current vision for accommodating future growth, as well as what resources to protect and how quality of life is defined, within the City of Sacramento over the next 25 years.

The City of Sacramento recently completed the Technical Background Report for the General Plan Update while the Planning Issues Report, Vision and Guiding Principles, and Land Use Alternatives continue to be drafted. The Technical Background Report is a thorough compilation of existing conditions in the General Plan Study Area including current land uses, transportation systems, environmental factors, and public facilities, and serves as the foundation for determining future land use and infrastructure needs in the City. Preparation of the Draft General

Plan itself has not begun. The Draft General Plan process will include a financing plan, an EIR, and public hearings. The Draft General Plan is scheduled to be completed sometime in late 2006 or early 2007.

### **3.7.6 METRO AIR PARK**

Sacramento County Board of Supervisors approved a Special Planning Area (SPA) Ordinance in 1989 to allow development of Metro Air Park as a high quality, multi-district, industrial business park which follows the general intent and spirit of Metro Air Park Land Use Plan, Summary Report. Land uses allowed in the Metro Air Park include airport related uses, light manufacturing, high tech research and development, professional offices, limited support retail, and recreation. The Metro Air Park development was created to provide a balanced mix of uses that would ensure economic viability while providing an economic business environment which is complementary to the Sacramento International Airport. Metro Air Park is designed to provide a distinctive identity reflecting the relationship between its land uses to the airport, its orientation around an open space/recreation spine that accommodates drainage and wildlife needs, and its landscape and site design considerations as set forth in the Metro Air Park Landscape and Design Guidelines. The project site is located adjacent and east of Metro Air Park.

### **3.7.7 PANHANDLE**

The Panhandle is an area of land located approximately 3 miles east of the project site in the unincorporated area of Sacramento County. The Panhandle site is bounded by Interstate 80 (I-80) to the south; Northgate Boulevard, Sorento Road, and East Levee Road to the east; Elkhorn Boulevard to the north; and Gateway Park Boulevard at the southwest corner. The Panhandle includes vacant land south of Elkhorn Road and north of Del Paso Road (approximately 595 acres) and approximately 853 acres south of Del Paso Road that is substantially built out with light industrial and office land uses. The Panhandle area is currently being considered for annexation.

The City is considering development applications for a mix of residential, commercial, park, open space, and school use on the vacant parcels between Elkhorn Road and Del Paso Road.

### **3.7.8 NATOMAS BASIN HABITAT CONSERVATION PLAN**

The Natomas Basin Habitat Conservation Plan (HCP) was adopted by the Sacramento City Council on August 17, 1997 and updated in 2003 and allows development to continue within the existing permit and while providing for the protection of the giant garter snake and Swainson's hawk and 24 other listed or candidate threatened or endangered species. The HCP covers the entire Natomas Basin area which encompasses a total of 53,537 acres, with 11,387 acres within the City of Sacramento. The project site is located within the boundaries of the study area of the HCP. For additional details, please refer to Section 6.12, "Biological Resources."