
CITY OF WEST SACRAMENTO

LIBERTY SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT

D R A F T

SCH # 2016052012

City of West Sacramento
Community Development Department
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October 2024

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CHAPTER 1. INTRODUCTION

A. THE FINAL ENVIRONMENTAL IMPACT REPORT

This is the Final Environmental Impact Report (FEIR) for the proposed Liberty Specific Plan (LSP), which is the Project. As explained below, the FEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines to disclose to decision-makers and the public the adverse physical changes to the environment that could occur if the Project is approved. The FEIR presents the comments received on the Draft Environmental Impact Report (DEIR), written responses to those comments, and revisions to the Draft Environmental Impact Report (DEIR) prompted by the comments.

Although this document is called the FEIR for convenience, the formal FEIR for the Project includes both this document and the DEIR. The West Sacramento Planning Commission and City Council will consider this FEIR prior to acting on the Project.

According to Section 15002 of the State CEQA Guidelines, below are the basic purposes of CEQA.

- Inform government decision makers and the public about the potential significant environmental effects of proposed activities.
- Identify ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of project alternatives or mitigation measures when the governing agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

The process of preparing an EIR involves the following steps.

- Issuing a notice of preparation (NOP) soliciting the comments of public agencies and interested organizations and individuals regarding the scope and content of the EIR. West Sacramento issued an NOP for the project in May 2016, with a 30-day public review period from May 5, 2016, through June 6, 2016. A copy of the NOP is in Appendix A of the DEIR.
- Community Meetings/Scoping Meeting. Several community meetings were held to provide an overview and solicit comments regarding the proposed changes to the General Plan. A scoping meeting offers additional opportunities for input prior to preparation of a DEIR. A scoping meeting was held for public agencies and members of the public on May 24, 2016.
- Preparing a DEIR and releasing it for public review and comment. The DEIR for the Project was published in August 2017 and was available for a review period of 45 days from August 18, 2017, through October 2, 2017, for public agencies and interested organizations and individuals to review. Copies of the DEIR were available at the City offices, County libraries, and in electronic format on the City's website.
- This FEIR presents the comments received on the DEIR, written responses to those comments, and changes to the text of the DEIR made in response to the comments. The City Council will certify the adequacy of the FEIR and consider the analysis and conclusions of the FEIR prior to taking final action on the Project.
- Adopting findings and a statement of overriding considerations. Prior to taking any action to approve the project, the City Council must adopt findings that describe how each significant impact identified in the FEIR will be addressed (i.e., whether the impact would be mitigated, would be mitigated by another agency, or would be significant and unavoidable). If the City Council chooses not to approve any of the alternatives analyzed in the EIR, then the findings will also explain why those alternatives are infeasible. Because the Project is expected to result in significant and unavoidable impacts, in accordance with Section 15093(b)

of the State CEQA Guidelines the City Council will also adopt a statement of overriding considerations that explains the specific benefits of adopting the proposed Liberty Specific Plan.

CEQA establishes a process for analyzing a project's potential impacts. The FEIR is not a permit and CEQA does not mandate that a proposed project be approved or denied. CEQA's essential purposes are to ensure that public agencies make a good faith effort at disclosing the potential impacts of projects to decision-makers, the public, and other agencies, and implement actions that will reduce or avoid potential significant impacts (i.e., mitigation), when feasible. A project may be approved despite having significant and unavoidable impacts.

The City Council will use the FEIR to inform themselves of the Project's impacts before taking action. They will also consider other information and testimony that will arise during deliberations on the Project before making their decision.

B. PURPOSE OF THIS DOCUMENT

This FEIR (State Clearinghouse No. 2016052012) has been prepared to evaluate and disclose the potential environmental impacts associated with implementation of the Project. This Project would supplement the City's General Plan 2035 (adopted December 2016) and the Southport Framework Plan (amended 1998) by prescribing specific land use and development policies and regulations for approximately 342 acres in the Southport area of West Sacramento. The LSP would accommodate 1,503 low-, medium-, and high-density residences, including single-family detached, single-family attached, and multi-family residences; ten percent of these units would be affordable to households earning 50 to 60 percent of the area median income. The Project would also include a 2.8-acre recreation area (The Commons) that would contain private recreational amenities, an adjacent neighborhood commercial site with up to 10,000 square feet, and a proposed bus stop on Heirloom Drive. Implementation of the LSP would also result in the creation of parks and greenbelts. The LSP also provides for a public roadway circulation system and the installation of backbone infrastructure/utilities.

The Project would apply exclusively to areas under the jurisdiction of the City of West Sacramento—that is, lands that are within the city limits and that are not under the jurisdiction of federal or state agencies or tribal entities. Because the Project could have indirect impacts on surrounding areas, some of the EIR's analyses reach beyond the boundaries of the Project.

Impacts are disclosed separately by resource area for future development to the 2035 planning horizon. The potential impacts of the project are analyzed in comparison to existing conditions, except where noted.

When determining whether the project would result in a significant environmental impact, the EIR considers the extent to which proposed LSP policies would act to reduce its effects. Where the LSP policies would not be sufficient to reduce impacts to a less-than-significant level and there is feasible mitigation that would do so, the EIR identifies that mitigation. For purposes of this EIR, "mitigation" means specific policies or programmatic commitments that can be adopted or actions that can be undertaken that would avoid the impact or reduce it to a less-than-significant level.

C. GENERAL PLAN AND SPECIFIC PLANS

California Planning Law requires each county and city to adopt "a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300). Under the law, a general plan must address the essential issues of land use, traffic circulation, housing, resource conservation, open space, noise, and safety. Because it is to "consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals," the general plan establishes the framework for the city's future development pattern (Government Code Section 65302).

Government Code section 65450 states that a city may prepare a specific plan “for the systematic implementation of the general plan...” A specific plan may be adopted in the same manner as a general plan (by resolution) or it may be adopted by ordinance (or regulatory provisions), or it may adopted by a combination of these actions; the adoption of a specific plan is considered a legislative act, but is not technically a part of, the local general plan. Specific plans generally describe allowable land uses, identify open space, and detail infrastructure availability and financing for a portion of the community. In some cases, specific plans also take the place of zoning. Specific plans must be consistent with the general plan and, in turn, zoning, subdivision, and public works decisions must comply with the provisions of the specific plan.

D. LEVEL OF DETAIL IN THIS DOCUMENT

CEQA identifies various types of EIRs, the most common of which is the project EIR. A project EIR focuses primarily on the changes in the environment that would result from a development project. It examines all phases of the project, including planning, construction, and operation. For the LSP, this EIR covers environmental impacts on a project level for onsite improvements, supported by site-specific studies.

This EIR considers the potential environmental effects of implementing the LSP. The State CEQA Guidelines provide that “[t]he degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR” (CEQA Guidelines 15146). The LSP is a planning document, but it does not detail how individual sites will be developed. Accordingly, this EIR “need not be as detailed as an EIR on specific construction projects” (State CEQA Guidelines Section 15146). Further actions or procedures necessary to implement the LSP will include the processing of future vesting master and subsequent vesting tentative tract maps, site design plans, building permits, and/or grading permits.

Environmental impacts cannot always be mitigated to a level that is considered less than significant. In accordance with Section 15093(b) of the State CEQA Guidelines, if an agency approves a project that has significant impacts that cannot be mitigated (i.e., significant unavoidable impacts), the agency cannot approve the project without specifying in writing the project benefits that justify its approval. Because a specific plan involves land uses for a large area, most specific plan EIRs identify some impacts that are significant and unavoidable; this EIR is no exception. As mentioned above, prior to approving the project in final form, the City will adopt a “statement of overriding considerations” that describes the specific benefits of implementing the project that outweigh the significant and unavoidable impacts of the project.

Portions of the EIR prepared for the West Sacramento General Plan Update, certified in November 2016, (SCH #2014042087) are incorporated by reference in the EIR for LSP, including detailed setting information generally applicable to the LSP project but not specifically describing the LSP site.

E. USE OF THIS DOCUMENT

The City of West Sacramento Planning Commission and City Council will use the EIR to inform themselves of the impacts of the LSP before taking action on it. They will also consider other information and testimony submitted during deliberations on the project. After weighing this information, the Commission will provide recommendations to the City Council, which will, in turn, make its decisions concerning adoption of the LSP and associated actions, as described below.

This EIR is prepared for the purpose of analyzing the environmental impacts of the proposed LSP. The EIR neither approves, nor denies, the project. It simply discloses the potential impacts to allow informed deliberations and decisions by the Planning Commission and City Council.

The following legislative and discretionary actions may be taken by the City based on this EIR:

- Adoption of the Liberty Specific Plan.

- Amendment of the General Plan and the Southport Framework Plan to ensure consistency with the Liberty Specific Plan.
- Rezone of the Liberty property to ensure consistency with the Specific Plan.
- Approval of the Vesting Tentative Subdivision Map.
- Approval of the Development Agreement.

F. FEIR DOCUMENT FORMAT

The format of this FEIR is outlined below to assist the reader's review of the document.

- **Chapter 1** is this Introduction to the FEIR. The discussion reflects the CEQA process through completion of the FEIR.
- **Chapter 2** contains the comments received during the public review of the DEIR and the responses to those comments.
- **Chapter 3** consists of errata. That is, minor changes to the DEIR to clarify or expand upon the points discussed therein. For the reader's convenience, the FEIR identifies the page number and paragraph in the DEIR where each change is being made.
- **Chapter 4** identifies the references used in preparing this FEIR.

CHAPTER 2. COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

A. INTRODUCTION

This chapter lists the correspondence received with comments on the Draft EIR (DEIR), provides copies of the correspondence (letters or emails), and responds in turn to each comment related to an environmental issue. For convenience, each correspondence has been assigned a number in alphabetical order by commenter (see Table 2-1) and each individual comment has been assigned sub-number. For example, the Yolo-Solano Air Quality Management District's letter is 14 and the individual comments within the letter are labeled 14-1, 14-2, and so on.

The City's responses to each individual comment follow each letter or e-mail. The responses identify the comment they are responding to by its number code. The responses are well-considered, good faith responses to each comment that relates to an environmental issue. In cases where a comment does not relate to environmental issue, the response acknowledges the comment and explains how it is not relevant to a CEQA consideration. In some cases, revisions have been made to the FEIR for clarification purposes only; these changes are described in the City's response and are shown in Chapter 3, Errata, as changes to the DEIR text. No new environmental impacts have been identified.

The comments received are listed in Table 2-1.

Table 2-1: DEIR Comments Submitted

Comment # / Commenter	Date Sent / Received
1. Cliff Babcock	August 19, 2017
2. Daniel L. Baxter	October 02, 2017
3. Sara Gunasekara	November 11, 2017
4. Lora Jameson	October 09, 2017
5. Jefferson Subdivision Group (from David R. Williams)	September 27, 2017
6. Matt Keasling	October 03, 2017
7. Thomas McDuffie	September 13, 2017
8. Paige L. McKibbin	October 02, 2017
9. Alberto T Pulido	October 10, 2017
10. River Landing (Hayes Hicks Quintero Thomas)	May 19, 2017
11. Harriet Lai Ross & Geoffrey Ross	October 01, 2017
12. Anthony Serra	September 2, 2017
13. Janice Whitaker	August 30, 2017
14. Yolo-Solano Air Quality Management District (YSAQMD)	September 21, 2017

B. COMMENTS RECEIVED AND RESPONSES

Following are each of the comments that the City received during the review period along with the City's responses to those comments.

1. Cliff Babcock, August 19, 2017

From: cliff.babcock <cliff.babcock@yahoo.com>
Sent: Saturday, August 19, 2017 1:31 AM
To: Hardy, Justin
Subject: Liberty development

Howdy,

We don't want this. I have lived here for 18 plus years and have seen many things take place for the good of the community, most didnt turn out so well. Now you folks took away land from people to build this crap for the bay area renters. Shut down the river road so that the fishing is no longer accessible. Now your going to build 1500 plus houses right behind my quiet little neighborhood. No thought to those who currently live here. Just on how much more you folks can make in taxes. This is going to happen weather we want it or not. So i will make it my duty to see that our current city officials are replaced with people who have the people's best interest in mind instead of the citys pocket book. Maybe I should move my business and my home out of West Sacramento and just convert all of them into rentals. We are one of the few areas in Wesr Sac that don't have a crime problem. Can you say that will be the same after this crap is built? I think not. All i see in my future is more crime, traffic, even more road maintenance that cant be paid for or afforded and more in taxes for something I didn't want. I have attended the meetings for this. When I and others step up to say our piece on how we don't like this, all the council members and other leaders at other meetings don't even listen to us, they just start talking amongst themselves. So when it comes election time don't be suprised when there is no support.

→ 1.1

→ 1.2

→ 1.3

Thanks

Home owner
3480 Hilary Ave
West Sacramento
Business owner
Cliff Babcock
Eat Right Edibles

-
- 1.1 The South River Road closure is not related to the Liberty Specific Plan Project. Rather, it was part of the West Sacramento Area Flood Control Agency (WSAFCA) levee improvement program (Southport Sacramento River Early Implementation Project). In conjunction with that program, a portion of the roadway will be accessible between both marinas, and the top of the levee will be converted to a paved pedestrian trail. This comment does not raise any concerns with the DEIR's environmental analysis, so no response is necessary.
 - 1.2 The City's General Plan, first adopted in 1990 following incorporation of West Sacramento and updated in December 2016, has always anticipated the development of the Liberty area for residential uses, with supporting commercial and parks and recreation uses. The Southport Framework Plan, adopted in 1995 and updated in 1998, was a refinement to the General Plan to establish a foundation for village-oriented mixed-use development in Southport. The Liberty Specific Plan was prepared to be consistent with the broad policy of the General Plan and the more precise specifications of the Southport Framework Plan, and particularly the Framework Plan's Northeast Village. While the Specific Plan calls for the rearrangement of land use designations, the overall development mix of the Specific Plan is reflective of the Southport Framework Plan Land Use Map. This comment does not raise any concerns with the DEIR's environmental analysis, so no response is necessary.
 - 1.3 The remaining issues raised by the commenter focus on the merits of the project and do not raise any concerns with the DEIR's environmental analysis. No further response is necessary.

2. Daniel L. Baxter, October 02, 2017

From: Daniel L. Baxter <dbaxter@wilkefleury.com>
Sent: Monday, October 02, 2017 8:55 AM
To: Hardy, Justin
Subject: Comments re "Proposed Liberty Specific Plan Draft Environmental Impact Report"

Mr. Hardy,

Please accept the following comments regarding the "Proposed Liberty Specific Plan Draft Environmental Impact Report" (August 2017). As we understand that comments at this time should be limited to "the adequacy of the Draft EIR" (see Draft EIR, p. 1-5, Paragraph 1.3.1) rather than the overall desirability/feasibility of the proposed Liberty project, we will limit our comments accordingly. If our understanding is mistaken, we would appreciate being contacted as soon as possible. Also, we understand from the Draft EIR that email comments are permissible (see p. 1-5); however, if you would prefer our comments to be transmitted via more traditional means, please contact me immediately.

In a nutshell, the Draft EIR is significantly inadequate in discussing the impact of the proposed "9.1-acre Sports and Recreation Complex" (hereinafter, "the Complex"). As you know, my wife and I are the owners and occupants of 3155 Asante Lane, described in the Draft EIR as "the single-family residence located along Asante Lane to the north of the proposed sports fields associated with this sports complex." (Draft EIR, p. 3.12-24.) Consequently, in the vernacular of the Draft EIR, we are "[t]he nearest residential receptor[s]" of any impacts caused by the Complex. (*ibid.*)

The inadequacies of the Draft EIR vis-à-vis the Complex can generally be placed into two categories.

1. Overall Inadequacy: The Draft EIR is almost entirely silent about the Complex other than in regards to an assessment of the noise pollution that will be caused thereby (discussed in Item 2, below). As one example, while the Draft EIR contains a section ostensibly devoted to the "Aesthetic" impacts of the project (Section 3.1), including impacts relating generally to light pollution, that section contains no meaningful discussion of the Complex itself, and is entirely unilluminating regarding the light pollution that will ineluctably be caused by the Complex, including in regards to our property and the area around it. Especially considering the proposed hours of use for the sports fields contained within the Complex (7:00 a.m. to 10:00 p.m.), that is a major—and problematic—omission. Also missing from the Draft EIR is a robust analysis of the additional environmental impacts that will be caused by the construction and maintenance of the Complex. Really and truly, it appears that, except as to noise, virtually no consideration has been given to the subject.
2. Inadequate Noise Assessment: As to the lone portion of the Draft EIR that *does* discuss the Complex at length, Section 3.12 ("Noise"), we find that section to be erroneous/unrealistic on several fronts.
 - a. First, the Draft EIR appears to assume that noise generated from the Complex simply ends at 10:00 p.m., when the hard stop on ballgames apparently goes into effect, and begins at 7:00 a.m., when ballgames may apparently commence/resume. However, between ingress and egress to the Complex, use

→ 2.1

→ 2.2

of the “event pavilion building,” other uses that do not involve “sports games and activities” (see p. 3.12-23), and even unauthorized nighttime uses, there are additional—and potentially substantial—sources of noise pollution that go entirely unaddressed by the Draft EIR.

→ 2.2

b. Second, the acoustics analysis that the Draft EIR *does* contain seems to unduly minimize the level of noise generated by the planned activities within the Complex. That analysis, in full, deals only with anticipated crowd noise associated with attendance at ball games. It contains no mention of the additional, and more sporadic (and therefore more disruptive) noise associated with the dog park, vehicular ingress and egress, parking lot use, pavilion use, and other activities.

→ 2.3

c. Third, the assumptions contained within the crowd noise assessment itself appear unsound. Preliminarily, the numerical assumption that “there would be up to 75 people (including observers and participants) at each of the three sports fields” (p. 3.12-24) is overly conservative. Indeed, a typical Little League/High School *team* numbers—with coaches—approximately 13-20 people. When that sum is multiplied by two, the addition of even an extremely modest number of spectators easily crests “75 people.” Even more significant, however, is the fact that the Draft EIR’s acoustics analysis is founded on the premise that “[t]he acoustic center of the sports complex is approximately 400 feet from the outdoor use area” of our house. (*Ibid.*) However, that purported “acoustic center”—on which the conclusion that activities would “result in noise levels at the nearest residence...of 51 dba Leq is based—fails to acknowledge that additional, more sporadic (and thus again, more disruptive) noise will be generated from the acoustic “edges” of the Complex, including areas far closer to our property than the stated “acoustic center.” The Draft EIR contains no assessment of noise levels emanating from those areas.

→ 2.4

d. Finally, while we acknowledge the proposed placement of a “6-foot masonry sound wall” between our property and the Complex, that wall—as described within the Report—appears inadequate to provide any significant mitigation of the impacts associated with the Complex. At a mere six feet, the wall is wholly inadequate to mitigate any light-related effects. And, while the wall will “break the line of sight between the fields and the residential property” (p. 3.12-24) to some extent, even a reasonably tall individual can see over such a short work of construction. To have any meaningful “line of sight” mitigation for a Complex that will apparently include some measure of elevated seating (bleachers, etc.), a significantly higher wall is required. As to sound mitigation, the wall’s anticipated reductive capacities of “1 to 3 db” is statistically insignificant given the anticipated noise levels in play, and will likely be lessened even further once the additional sources of noise pollution (omitted from the Draft EIR and discussed above) are considered. Therefore, while the proposed sound wall is better than nothing, it appears to be a finger in the dike of a much larger source of noise and light pollution.

→ 2.5

In short, we are surprised that the Draft EIR is so devoid of analysis of the Complex’s environmental impacts, and believe that much more consideration needs to be devoted to that issue before the environmental impacts of the project as a whole can be legitimately reviewed.

--Dan and Toni Baxter (3155 Asante Lane)

Dan Baxter:
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Direct Telephone: 916.329.1756



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- 2.1 The DEIR analyzes the environmental impacts that may occur as a result of adoption of the Liberty Specific Plan (LSP). The LSP is a planning document, but it does not detail how individual sites will be developed, including the specific information about the Sports and Recreation Complex, that would allow detailed environmental review at this time. Accordingly, this EIR “need not be as detailed as an EIR on specific construction projects” (State CEQA Guidelines Section 15146). Further actions or procedures necessary to implement the LSP will include the processing of future vesting master and subsequent vesting tentative tract maps, site design plans, building permits, and/or grading permits. Notwithstanding the foregoing, the Draft EIR does analyze those impacts that can be reasonably expected to occur as a result of the approval of the LSP.

For example, park and recreation facilities are typically located within residential neighborhoods as amenities for residents of those neighborhoods. The activities that occur at such facilities, including the Sports Complex proposed as part of the Liberty Specific Plan, invariably result in intermittent noise and light.

The Draft EIR, on pages 3.12-23 and -24, recognizes that sports activities and games will cease by 10 PM (per the City’s Zoning Ordinance Section 17.28), meaning that the primary source of noise (crowd noise from cheering and loud conversation) would also cease at this time. The noise analysis estimates that crowd noise would achieve a noise level of 51 dBA at a 400-foot distance from the acoustic center of the sports park, which is the distance to the nearest residence. These noise levels comply with the City’s noise level standards for daytime (prior to 10 PM) periods. As the Draft EIR describes, noise levels will be further reduced by the construction of a 6-foot masonry sound wall, breaking the line of sight and noise transmission to the nearest residences. Nighttime noise levels cannot exceed 45 dBA (equalized) and 65 dBA (maximum event) under City General Plan requirements. While the sports park may continue to generate some noise associated with crowd departure after 10 PM, such noise would not be the equivalent of crowd noise from cheering, would be temporary until patrons have departed the premises, and would not be expected to exceed 45 dBA at the location of the nearest residential uses.

The FEIR has added a discussion of the Sports Complex as a source of light under Impact AES-3 (see page 3-3). In addition, the FEIR has expanded Mitigation Measure AES-3a to refer to outdoor lighting associated with the Sports Complex and to commit to consideration of light and glare impacts in conjunction with project-level planning, programming, design, and construction of the Sports Complex. Additional mitigation to be added in conjunction with detailed planning, programming, and design of the Sports Complex could include construction of a taller sound wall and the installation of denser evergreen landscaping along the northern property line adjacent to residential uses.

- 2.2 The DEIR appropriately assumes that the operational assumptions for the Sports Complex, as described in the Specific Plan, are accurate and provide a sufficient basis for evaluation of impacts. It does not, nor should it, anticipate unauthorized activities as described by the commenter. Specifically, pages 3.12-23 and -24 of the DEIR state that the sports activities and/or games will cease by 10 PM. As identified in the DEIR, the noise as analyzed complies with the City’s noise standards. In conjunction with environmental review associated with project-level planning, programming, design, and construction of the Sports Complex, the applicant will be required to conduct further analysis of noise and lighting. It is premature and not reasonably foreseeable to make predictions about the types, location of amenities, and overall layout of the Sports Complex at this time. As those details emerge, and prior to any approval of specific plans for park facility development, they will be analyzed.
- 2.3 The DEIR describes possible amenities to be included in the Sports Complex, but those amenities have not been determined. They will be dependent on financial resources, the City’s adoption of its Park Master Plan, and the ultimate programming and design of the Sports Complex. Therefore, the analysis in the DEIR, with respect to the Sports Complex, is at a programmatic level. Moreover, the DEIR noise analysis focuses on crowd noise because it is expected to be the most prominent single source of noise at the Sports Complex. The FEIR makes this assumption clear. Also, as the Outdoor Recreation Facilities discussion under Impact NOI-1 points out, all activity at the Sports Complex will cease at 10 PM (per

City Zoning requirements), thus minimizing exposure to nearby noise sensitive receptors. In conjunction with final design and programing, an evaluation of noise and lighting will be required prior to design approval.

- 2.4 The DEIR's assumptions are based on operations at comparable facilities at similar parks for similar developments. The DEIR's emphasis on the acoustic center is a methodologically sound approach to characterizing noise and its potential impacts. Nonetheless, in conjunction with environmental review associated with project-level planning, programming, design, and construction of the Sports Complex, the applicant will be required to conduct further analysis of noise and lighting.
- 2.5 The CEQA analysis for the as-yet-designed features of the Liberty Specific Plan, including the Sports Complex, is considered to be a programmatic level of review. As previously stated, further environmental analysis will be required prior to any project specific approvals. Mitigation measures, if needed, will be developed to address environmental impacts. Additionally, pursuant to the analysis in the DEIR, the 6-foot masonry wall would reduce noise impacts to a less than significant impact, consistent with the City's noise thresholds (DEIR at p. 3.12-24, "The noise from the fields, with inclusion of the future sound wall, is predicted to be between 48 and 50 dBA Leq. As such, noise from this project-use is predicted to comply with the applicable standard (not to exceed 55 dBA Leq during daytime hours).").

3. Sara Gunasekara, November 11, 2017

From: Sara Gunasekara
To: [Hardy, Justin](#)
Cc: [Sandeen, Beverly](#); [Orozco, Quirina](#); [Ledesma, Chris](#); [Johannessen, Mark](#); [Cabaldon, Christopher](#)
Subject: Comments on Liberty DEIR
Date: Saturday, November 11, 2017 8:10:17 PM

Dear Justin,
I understand that the comment period for the proposed Liberty Project DEIR has closed. However, I would like to submit the comments below and know that they will be marked as being received after the review period has concluded.
I have attended some of the project outreach meetings and reviewed the DEIR. I believe that the proposed project will bring many amenities to the city.

However, I do have concerns related to the project traffic, especially at two intersections on Stonegate Drive. As a resident in the neighborhood north of the proposed project, I see the existing traffic issues on a daily basis.

The first intersection of concern is at Muscovy Road and Stonegate Drive. I note that the DEIR studies several intersections on Stonegate Drive, however, it does not call out this intersection in particular. This road segment is specifically concerning to me given that the existing configuration includes a roundabout.

I travel through this intersection at least twice a day and see the traffic conditions firsthand. Many of the drivers do not understand the traffic rules for a roundabout and do not yield to the vehicle in the roundabout. There are numerous times that cars have almost collided in the roundabout. I can't imagine the consequences of adding volume of more than 25% to this current configuration. I strongly urge that the project study and evaluate this intersection and the ramifications of the increased traffic.

The second intersection is the one at Stonegate Drive and Linden Road which currently operates at a Level of Service B according to the DEIR. With the project, this would deteriorate to a LOS of D as defined in the DEIR.

In addition to being an already busy intersection, this crossing serves as a route to school for students walking to Our Lady of Grace School, Stonegate Elementary School, and River City High School. It is already an impacted and dangerous intersection, especially during commute times. I hope that the project will institute measures to make this a safer route to school for the neighborhood students given the large increase in traffic.

I look forward to following this project as it moves through the city's planning process.

Regards,
Sara Gunasekara

From: "Hardy, Justin" <hardyj@cityofwestsacramento.org>
To: Sara Gunasekara <sara.gunasekara@yahoo.com>
Sent: Tuesday, October 31, 2017 2:46 PM
Subject: Re: Comment period for Liberty DEIR

Sara,

The public review period has ended for the DEIR. Welcome to submit them but will be noted as being received after the review period has concluded. Feel free to call me if you have any questions.

→ 3.1

→ 3.2

Thanks,

Justin

Justin Hardy

On Oct 30, 2017 6:56 PM, Sara Gunasekara <sara.gunasekara@yahoo.com> wrote:

Justin,

I was wondering if the comment period for the Liberty DEIR is still open?

Thanks,

Sara Gunasekara

-
- 3.1 The DEIR's traffic analysis includes evaluation of impacts for 30 intersections and neighborhood-level daily traffic volume impacts for 20 segments of roadways that would connect with the proposed roadway network within the project, including Stonegate Drive. As the commenter notes, the DEIR concludes that the segment of Stonegate Drive that includes the intersection at Muscovy Road will experience a 25 percent increase in traffic, which is considered a significant impact. Accordingly, the project applicant will be required to fund monitoring of traffic volume increases and safety issues on Stonegate Drive (see DEIR Mitigation Measure TRA-1b DEIR on p. 3.16-25). If conditions are found to be unacceptable based on this monitoring, the applicant will be required to fund a Residential Traffic Calming Program (RTCP), including community outreach, analysis, public participation, design, implementation, and construction of traffic calming measures. The applicant will not be able to obtain building permits beyond the first 599 units until compliance with this mitigation measure is achieved. Roundabouts are an effective means of traffic control and traffic calming that have been deployed successfully elsewhere in West Sacramento. The City accepts them as an approved method of traffic management. The intersection referenced by this comment will continue to operate at acceptable levels with the addition of project-related trips, as described in the DEIR.
- 3.2 Mitigation Measure TRA-1a DEIR (p. 3.16-25) requires the project applicant to pay a fair share toward installation of a traffic signal at the Stonegate Drive-Linden Road intersection, which currently is controlled by stop signs at the four corners. The signal would improve the LOS to a level of C or better, which would reduce the impact at this intersection to a less than significant impact (DEIR on p. 3.16-25). This mitigation measure addresses the commenter's concerns for pedestrian safety at the Stonegate Drive-Linden Road intersection.

4. Lora Jameson, October 9, 2017

From: Lora Jameson
To: [Hardy, Justin](#)
Cc: lluna@wusd.k12.ca.us; Sarah Kirby-Gonzalez; cpizzotti@wusd.k12.ca.us; acruz@wusd.k12.ca.us; nalcala@wusd.k12.ca.us; jwong@wusd.k12.ca.us; [Cabaldon, Christopher](#); [Johannessen, Mark](#); [Ledesma, Chris](#); [Orozco, Quirina](#); [Sandeem, Beverly](#)
Subject: Comments on Draft Liberty EIR
Date: Monday, October 9, 2017 7:36:33 AM

Hi Justin,

My comments on the Draft Liberty EIR are below.

Regarding schools, Section 3.14.2 (Environmental Impacts) concludes that because the school district collects impact fees, the impacts on schools would be less than significant and no mitigation is required. This statement is misleading and inadequate. The impact of “less than significant” is dependent on many factors, and history has shown that these factors have a significant impact on the building of new schools in West Sacramento. For example:

- 1) The evaluation assumes that Washington Unified School District would collect all fees for the development. During the building boom of the early 2000’s, a school in the Bridgeway Lakes development was planned and dependent on build out of the Yarborough neighborhood. The economic downturn caused Yarborough to not be developed. Therefore, WUSD was not able to collect associated impact fees and build the school. As such, the school in the adjacent village (Bridgeway Island) is impacted, students cannot attend their home school due to overflowing, school boundaries are skewed and illogical (for example, homes in the Rivermont neighborhood are overflowed to Southport even though they are closer to Bridgeway Island Elementary), and the district must add modular buildings with Measure V bond money (i.e., money not collected via in lieu fees but instead money that property owners are paying for via property tax assessment). Incomplete development has caused a significant impact on WUSD funding and school capacity. → 4.1
- 2) Text on page 3.14-9 (under the K-8 Elementary School Site subheading) discusses a land swap for WUSD to purchase land for the school site. This purchase is dependent on WUSD completing the purchase. The EIR is inadequate if it assumes that WUSD will complete this purchase. → 4.2
- 3) Text on page 3.14-9 continues to assume that the property will meet the legal requirements for school site acquisition and state funding can be met. These legal requirements include meeting California standards for assessing, investigation, and cleaning up proposed school sites. The proposed school site in the Lighthouse development is one example where existing contamination is cost prohibitive to build a school, and a school will not be built on the proposed school site. The EIR is inadequate if it assumes that the proposed site will meet legal requirements for acquisition and state funding can be met. → 4.3

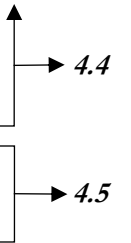
In addition, the information used in the analysis is inadequate and should be updated as follows:

- 1) Text on page 3.14-6 and Table 3.14-1 should be updated with 2017-2018 current and projected enrollment data. Data for 2014-2015 are inadequate and do not reflect the current enrollment data. For example, data for 2014-2015 do not reflect the enrollment of students from Holy Cross, as many of those students moved to WUSD schools when Holy Cross → 4.4

closed. In addition, 2014-2015 numbers do not include the continued building of homes in the Newport Meadows (feeds into Stonegate) and the Crossing neighborhood on Stable Drive (feeds into Southport even though it is closer to Bridgeway Island).

2) Table 3.14.2 should be updated with current student yield rates. Rates from 2006 are inadequate and do not necessarily reflect the current and new projected student yield rates.

Thank you,
Lora Jameson



-
- 4.1 As the DEIR states on page 3.14-9, increased enrollment is not considered an environmental effect under CEQA, but is rather a social effect (Goleta Union School District v. Regents of U.C. 1995). Furthermore, also as cited in the DEIR on page 3.14-9, the collection of impact fees by the school district is presumed by law to be full and complete mitigation for development under Senate Bill 50, as provided for under California Government Code Section 65995 et seq. In November 1998, California voters approved SB 50's companion bond initiative (Proposition 1A), which authorized \$9.2 billion in state general obligation bonds for the financing of school facilities. Proposition 1A was followed by several school funding bond initiatives, including Proposition 47 in 2002 (\$13.05 billion), Proposition 55 in 2004 (\$12.3 billion), and Proposition 1D in 2006 (for \$10.4 billion).

The City has provided information about developments and the timing of them to the Washington Unified School District so as to allow the school district to address school enrollment demands.

- 4.2 As noted in response to the previous comment and in the DEIR, under State law, collection of impact fees by a school district is considered full and complete mitigation for school-related impacts. The DEIR's impact analysis is, therefore, not dependent on the land swap agreement or any other transactions between WUSD and the applicant. The discussion of Impact PS-1 under Impacts and Mitigation Measures starting on page 3.14-8 has been revised to remove the references to a proposed elementary school and the associated land swap agreement. The school is not legally part of the Liberty Specific Plan project, and it has no bearing on the impact conclusions related to school capacity and school funding. Ultimately, WUSD will be the lead agency for analyzing environmental impacts related to any future school construction, so it will need to comply with CEQA requirements as they relate to physical construction on the District's Bees Lakes property, as depicted in the LSP, or elsewhere.
- 4.3 See the previous two responses.
- 4.4 Table 3.14-1 has been replaced based on data from the WUSD 2020 Facilities Master Plan (see below), which represents the best and most recent data available for analysis purposes. The updated data does not affect the conclusions of the DEIR.

Table 3.14-1. Washington Unified School District Capacity and Projected Enrollment

Elementary Schools	Classrooms	2019	2019-2020	Projected Peak		
		Capacity	Enrollment	Utilization	Enrollment	Utilization
Bridgeway Island	47	1,321	1,088	82.4%	1,088	82.4%
Elkhorn Village	43	1,027	622	60.6%	704	68.5%
Riverbank	46	1,159	780	67.3%	892	77.0%
Stonegate	41	1,165	890	76.4%	1,003	86.1%
Southport	41	1,215	813	66.9%	1,201	98.8%
Westfield Village	33	874	469	53.7%	508	58.1%
New Westmore Oaks	33	700	619	88.4%	619	88.4%
Subtotal	284	7,461	5,281	70.8%	6,015	80.6%
High Schools						
River City High	80	2,640	2,183	82.7%	2,220	84.1%
Subtotal	80	2,640	2,183	82.7%	2,220	84.1%
Other Schools						
Yolo Education Center	25	813	65	8.0%	135	16.6%
Alyce Norman Ed Ctr	20	480	120	25.0%	0	0.0%
Subtotal	45	1,293	185	14.3%	135	10.4%
District Totals	409	11,394	7,649	67.1%	8,370	73.5%

Source: Washington Unified School District, 2020 Facilities Master Plan, December 4, 2019

4.5 Table 3.14-2 has been replaced based on yield factor assumptions from the WUSD 2016/2017 Demographic Study (see below). As the table shows, the updated student yield rates result in a lower number of projected students than the DEIR assumed (627 in FEIR compared with 803 in DEIR). Accordingly, the impact conclusion remains the same.

Table 3.14-2. Student Yield Rates of Project Based on Rates Established in School Facility Needs Analysis

School Type	Single-Family Detached (938 Units)		Single-Family Attached (209 Units)		Multiple-Family (356 Units)		Total	
	Yield Factor	Students	Yield Factor	Students	Yield Factor	Students	Students	Effective Yield
K-6	0.201	189	0.236	49	0.295	105	343	0.228
Middle (7-8)	0.095	89	0.056	12	0.063	22	123	0.082
High School (9-12)	0.121	113	0.056	12	0.100	36	161	0.107
Total	0.417	391	0.348	73	0.458	163	627	0.417

Source: Washington Unified School District, Demographic Study 2016/2017, August 2017

5. Jefferson Subdivision Group (from David R. Williams), September 27, 2017



To: Justin Hardy, Senior Planner, City of West Sacramento
Re: Petition against the current plan of Liberty Development.
West Sacramento, CA. (Southport) 1,503 Housing Units on 341 Acres

Bounded by: Linden Road (North); Davis Road (south); Village Parkway & New Set-Back Levee (East); Antioch Avenue, Perkins Road (West).

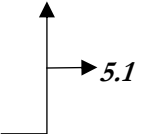
We the neighbors of West Sacramento adjacent to the above mentioned proposed housing development, respectfully request that the developer and the City of West Sacramento amend the planned housing tract and consider the comments, concerns, revisions, and suggested changes as follows:

Some of the issues that 110+ local residents (see included local petition) and myself have are:

- Increased wear and tear on our roads.
- Increased vehicle traffic clogging up local city streets and on-off ramps to highways 50 & 80 (some 3,000 additional cars).
- Detrimental effects on adjacent water wells and pumps.
- Overcrowding of the area.
- Noise increase.
- Increased air, water and general pollution.
- Drainage concerns.
- Loss of habitat for flora and fauna.
- Reduction of access and usage of recreational features.
- Setting precedence for the decrease of horse riding, agriculture, and rural living.
- Increases of local weather temperatures due to an abundance of roof tops, pavement, and other reflective surfaces.
- Sight line obstructions due to proposed two story buildings.
- This proposed project will set precedence for future proposed development projects which attempts to rid the area of prime farm lands and turn West Sacramento (especially Southport) into urban sprawl. This is without the forethought of handling the mass amount of people who would reside in the area.

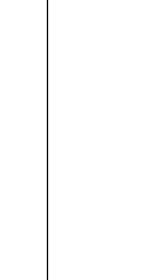
→ 5.1

The Developer states that no horses or other farm animals would be allowed within the boundaries of the Liberty Development with the exception of a one-way horse path along Davis Road to the south.

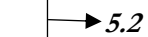


To elaborate on the above mentioned concerns we offer the following:

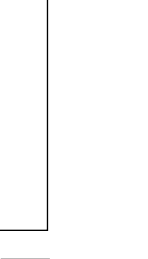
West Sacramento currently has a major problem with vehicle traffic through-out the city and specifically south of Highway 50 because of the constructed new developments. Before this proposed increase of more than three thousand additional vehicles from the Liberty Development adds to the problem, a realistic solution must be implemented. The two major ingress/egress access points to and from this housing tract are Davis Road, Antioch Ave, Harmon Road spurs to Jefferson Blvd and Village Parkway to South River Road with a left hand turn onto the freeway. Stonegate Drive would not be an option for most commuters because of the maze of side streets.



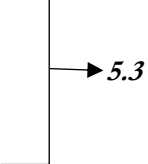
The entrance/ exit roads, Davis Road, Antioch Ave, and Harmon Road are currently in bad shape and would be totally ruined by construction traffic and build-out traffic. Those streets would need to be improvement to take the planned abuse.



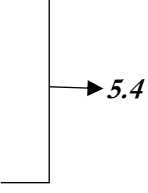
The City of West Sacramento has done little over the past years to maintain the roads. Asphalt cracking, ruts, and wearing of the unmaintained roads is exasperated by numerous vehicles from the Marshall Road Development, the recent construction traffic (from the Sacramento West Side Levee Improvement) along David Road, Antioch Avenue, Harmon Road, Linden Road, Village Parkway, and Jefferson Blvd. We would request that the city maintain those roads to a proper level of maintenance and in some cases make improvements to widen those roads to facilitate the proposed increase of construction traffic and proposed extra housing traffic.



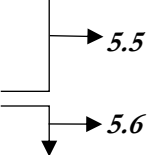
The rural setting of existing homes bordering the northeast side of the proposed development and the west and south sides, will be greatly impacted by this proposal, affecting the peace and tranquility that they sought when they purchased these existing larger lots. We will see a decrease in air quality, an increase in greenhouse emissions, increase in noise, and a major impact on the fauna that have made this area their home.



On the Liberty web site, it states that the vision for this housing tract is taken from farmhouse architecture with historical ideals and American cottages grounded in a sense of the land and its traditions. In discussions with the Developers Architect at a recent public meeting, we were told that the architectural theme for this project was reflected by multi-storied buildings found in downtown Sacramento. This is hardly farmhouse construction.



Currently there are existing properties which house horses, goats, sheep, chickens and other live stock. The developer's project manager indicate that no farm animals will be allowed within the proposed development with the exception of a single horse trail adjacent to Davis Road (a scary proposition for horses). We would like to



suggest that horse trails be allowed through the green areas to mitigate for restrictive access that development brings.

5.6

During discussions with the developer's consultants at one of their Open House Meetings, a point was brought out regarding mitigation efforts for the wild animals which make this plot of land their sanctuary. For example the turkeys, foxes, geese, coyotes, raccoons, possums, rabbits, doves, pheasants, gopher snakes, red-tailed hawks and Swainson Hawks (an endangered species) just to name a few. It was said that "Liberty" has purchased mitigation property in Davis California which would compensate for environmental losses due to construction. A lot that helps West Sacramento's current wildlife situation.

5.7

Currently we have access to the Sacramento River for recreational fishing, boating, walking, site seeing, meditation, and swimming. With the new set-back levee adjacent to Village Parkway, that access will be reduced to Sherwood Harbor and the Sacramento Yacht Club (a private access). The U.S. Corps of Engineers will fence off the top of the new levee so that this valuable recreation feature will be a thing of the past. It is suggested that several other access points be approved with parking provided along the west side of Village Parkway. What happened to the idea of using recreational piers in this area?

5.8

The summers in this area are hot. By developing more asphalt streets, rooftops, sidewalks, concrete curbs, etc. the summer heat will be extreme. Consider using non-reflective materials.

5.9

It is recommended that the peripheral lots along the south and west of this proposed tract be increased in size to match the adjacent ranch homes. That would be three quarters to one acre property sizes. While there is a proposal on the north side of the development to facilitate one acre parcels the majority of the lots are 80 percent of the proposed development of 0.17 acres or less. These city lots are not in conformity with the surrounding area. We would suggest that the city reconsider larger lot sizes.

5.10

The K-8 School is shown on the "Liberty" map as being part of the green space area (a major part). When in fact it should not be recognized as such because of the school structures, parking lots, and paved playgrounds. This area should be removed from the green space computations and or mitigated within the tract.

5.11

The Proposed Detention Basin (NC-10) is expected to drain ground water during the excavation. We are concerned that other excavations in the development could also affect the ground water which in turn will have an impact on our surrounding wells. During the last excavation of the 10 foot sewer line which parallels the Branch Line Trail, the landowners saw a major impact of lowered water table an increased electrical costs for pumping at greater depths. The City of West Sacramento code Section 22 defines in Section 22.02. A. 3&4, that landowners will be notified.

5.12

During the Sewer Line installation, the landowners were not notified. We would request that the city monitor existing adjacent water wells prior to excavation and after the fact, to insure existing wells are not impacted or destroyed by this proposed construction. This did not happen during the 10 foot sewer line construction east of the Bike Trail, nor the sewer/ water line construction along Jefferson Blvd. south of Linden Road, where many people lost their water wells. For example; Blooms Garage, Glass West Property David Blake, Grover R. Collins 40 acre property, Property of Frank and Marijo Dorris on Bevan Road, and many others. This is no way to treat longtime residents who pay their tax dollars and support their community.

→ 5.13

In the Draft Environmental Impact Report of August 2017, the Impact and Mitigation Measures, Table ES-2, remark on significance of proposed mitigation features. In the last column the impacts of this Development are deemed “Less than significant” or “significant and unavoidable”. We are in disagreement with a lot of these findings and would propose that an unbiased approach of proper mitigation be conducted which is not Developer influenced.

→ 5.14

For example; Impact AG-1 “Conversion of Important Farmland to nonagricultural use”. The Mitigation Measure is to provide compensatory agricultural land protection and that would bring the Mitigation to “Less than significant”? We disagree. With the path that the city is taking on the development of this property and future properties to the south, there would be no place left in Southport to protect agriculture land. And if the thought is to mitigate somewhere within Yolo county, well in our book that is just wrong.

→ 5.15

Sincerely, 
The Adjacent Landowners of the Proposed Liberty Development

Attachment:

- (1) Landowner Petition, 6 pages
- (2) Notes on Proposed Liberty Specific Plan; Draft EIR, August 2017;
 - a. Table ES-2, Impacts and Mitigation Measures. 12 pages

Comments by David Williams
9-27-2017

Pages ES-8 to ES-19

Table ES-2. Impacts and Mitigation Measures

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Aesthetics			
Impact AES-1: Substantial degradation of the existing visual character or quality of the site and its surroundings, including scenic vistas	Significant and unavoidable	River side Eco System (plants & wild life) - Riparian corridor.	5.16
Impact AES-2: Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway	No impact		
Impact AES-3: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	Significant and unavoidable with mitigation		
Agricultural and Forestry Resources			
Impact AG-1: Conversion of Important Farmland to nonagricultural use	Significant	Mitigation Measure AG-1: Provide compensatory agricultural land protection	5.17
Impact AG-2: Conflict with existing zoning for agricultural use	Less than significant	-	
Impact AG-3: Other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to nonagricultural use	Less than significant	-	
Air Quality			
Impact AQ-1: Conflict with or obstruction of implementation of the applicable air quality plan	Less than significant	-	-
Impact AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation	Significant and unavoidable with mitigation	Mitigation Measure AQ-2a: Require Tier 4 engines on off-road construction equipment Mitigation Measure AQ-2b: Implement construction dust control mitigation measures described in YSAQMD's CEQA Handbook	5.18

Good

Sac R.

5.17

Where?

Valley Fever possible harmful human effects

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact BIO-6: Potential for adoption of the proposed LSP to result in the loss of <u>oak woodland</u> and <u>valley foothill riparian</u> habitat	Less than significant	-	-
Impact BIO-7: Potential for adoption of the proposed LSP to result in the loss of <u>state- and federally protected wetlands</u> and other waters through direct removal, filling, hydrological interruption, or other means	Less than significant	-	-
Impact BIO-8: Potential for adoption of the proposed LSP to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established <u>native resident or migratory wildlife corridors</u> , or impede the use of native wildlife nursery sites	Less than significant	- An important area for migratory Geese	- 5.19
Impact BIO-9: Potential for adoption of the proposed LSP to conflict with existing local policies or ordinances protecting biological resources, such as the West Sacramento tree mitigation ordinance	No impact	-	-
Impact BIO-10: Potential for adoption of the proposed LSP to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan	No impact	-	-
Impact BIO-11: Potential for adoption of the proposed LSP to introduce or spread invasive plant species	Less than significant	-	-
Cultural Resources			
Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5	No impact	-	-
Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	Significant and unavoidable with mitigation	Mitigation Measure CUL-2: Require appropriate treatment for inadvertent discovery of archaeological resources	Significant and unavoidable
Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries	Significant and unavoidable	Mitigation Measure CUL-3: Implement appropriate treatment for discovery of human remains	Significant and unavoidable
Liberty Specific Plan Draft Environmental Impact Report	ES-10		August 2017 ICF 00230.14

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Geology, Soils, and Paleontological Resources			
Impact GEO-1: Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving fault <u>rupture</u>	Less than significant	-	-
Impact GEO-2: Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides	Significant	Mitigation Measure GEO-2: Update geotechnical report and incorporate design measures recommended in the LSP project Geotechnical Engineering Report	Less than Significant
Impact GEO-3: Potential to result in substantial soil erosion or the loss of topsoil	Less than significant	-	-
Impact GEO-4: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide	Significant	Mitigation Measure GEO-2: Update geotechnical report and incorporate design measures recommended in the LSP project Geotechnical Engineering Report.	Less than Significant
Impact GEO-5: Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property	Significant	Mitigation Measure GEO-2: Update geotechnical report and incorporate design measures recommended in the LSP project Geotechnical Engineering Report.	Less than Significant
Impact GEO-6: Presence of soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater	No impact	-	-
Impact GEO-7: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	Significant	Mitigation Measure GEO-7a: Retain a qualified professional paleontologist to monitor significant ground-disturbing activities Mitigation Measure GEO-7b: Educate construction personnel in recognizing fossil material Mitigation Measure GEO-7c: Stop work if substantial fossil remains are encountered during construction	Less than Significant

Good

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Greenhouse Gas Emissions			
Impact GHG-1: Generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment	Significant and unavoidable with mitigation	Mitigation Measure GHG-1: Implement Best Management Practices to Reduce Construction-Related GHG Emissions Mitigation Measure AQ-2c: Encourage carpooling and alternative transit for construction workers during project construction	Significant and unavoidable
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	Significant and unavoidable		
Impact EGY-1: Result in the inefficient, wasteful, and unnecessary consumption of energy, including transportation energy use	Less than significant		
Hazards and Hazardous Materials			
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Significant	Mitigation Measure HAZ-1: Conduct sampling and analysis of soils in specific areas of the LSP area	Less than significant
Impact HAZ-2: Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than significant	-	-
Impact HAZ-3: Release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Significant	Mitigation Measure HAZ-1: Conduct sampling and analysis of soils in specific areas of the LSP area	Less than significant
Impact HAZ-4: Location on a site that is on a list of hazardous materials sites and the resultant creation of a significant hazard to the public or the environment	No impact	-	-

Not likely

Greenhouse gases could be reduced by decreasing radiant heat from roofs, sidewalks, and asphalt/concrete streets. Local/global warming. Use ^{Building} materials that do not absorb nor radiate heat.

5.20

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact HAZ-5: Location within an airport land use plan area or within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area	Less than significant	-	-
Impact HAZ-6: Location within the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the LSP area	No impact	-	-
Impact HAZ-7: Impairment of or physical interference with implementation of an adopted emergency response plan or emergency evacuation plan	Less than significant	-	-
Impact HAZ-8: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	Less than significant	-	-
Hydrology and Water Quality			
Impact WQ-1: Potential to violate any water quality standards or waste discharge requirements	Less than significant	-	-
Impact WQ-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level	Less than significant	-	-
Impact WQ-3: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite	Significant	Mitigation Measure WQ-3: Implement a hydromodification management plan (HMP) in accordance with the City's stormwater permit	Less than significant
Impact WQ-4: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite	Less than significant	-	-

- Emergency evacuation plan would be difficult given that ingress/egress routes are confined to a restricted road system within the Southport area. → 5.21

- During construction of the proposed detention basin and dewatering practices, paved areas/roads will decrease ground water potential. → 5.22

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact WQ-5: Creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Less than significant	- Urban pollution from mass housing	-
Impact WQ-6: Potential to otherwise substantially degrade water quality	Less than significant	-	-
Impact WQ-7: Placement of housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map	Significant	Mitigation Measure WQ-7: Require Specific Plan Phasing Plan to phase housing construction after the 100- and 200-year flood protection goals have been met	Less than significant in 20 years.
Impact WQ-8: Placement within a 100-year flood hazard area of structures that would impede or redirect floodflows	Less than significant	200yr Flood protection goals to be met until the complete flood system is implemented and certified.	-
Impact WQ-9: Exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	Less than significant	- Along West side of Sac. R. south to South Cross Levee west and North along the Deepwater Ship Canal and East along the Port South Levee to complete the 200 yr. flood control basin.	-
Impact WQ-10: Contribution to inundation by seiche, tsunami, or mudflow	Less than significant	-	-
Land Use and Planning			
Impact LU-1: Physical division of an established community	Less than significant	-	-
Impact LU-2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant	- The existing established community would be severely impacted by this dense crowded development taking away the peaceful serene living that we bought into or have lived for several generations.	-
Impact LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	No impact	-	-
Mineral Resources			
Impact MIN-1: Potential loss of availability of a known mineral resource that would be of value to the region and the residents of the state	No impact	-	-

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact MIN-2: Potential loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	No impact	-	-
Noise			
Impact NOI-1: Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies	Significant and unavoidable with mitigation	Mitigation Measure NOI-1a: Prepare and Implement a Construction Noise Control Plan to Reduce Construction Noise at Noise-Sensitive Land Uses Mitigation Measure NOI-1b: Implementation of Noise Control Measures to Reduce HVAC Noise during Project Operation Mitigation Measure NOI-1c: Implementation of Noise Control Measures to Reduce Stationary Equipment (specifically, booster and storm drain pump) Noise during Project Operation	Significant and unavoidable
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	Significant	Mitigation Measure NOI-2: Implementation of a Construction Vibration Control Plan to Reduce Vibration at Adjacent Residential Land Uses during Project Construction	Less than significant
Impact NOI-3: Potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	Significant and unavoidable	Measures should be taken to reduce permanent noise levels - → 5.26	
Impact NOI-4: Potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Significant and unavoidable		
Impact NOI-5: Location within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and exposure of people residing or working in the project area to excessive noise levels	No impact	-	-

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact NOI-6: Location in the vicinity of a private airstrip and exposure of people residing or working in the project area to excessive noise levels	No impact	-	-
Population and Housing			
Impact POP-1: Potential to induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	Significant and unavoidable		
Impact POP-2: Displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere	No impact	-	-
Impact POP-3: Displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere	No impact	-	-
Public Services			
Impact PS-1: Potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities	Significant	Mitigation Measure CUL-2: Require appropriate treatment for inadvertent discovery of archaeological resources Mitigation Measure CUL-3: Implement appropriate treatment for discovery of human remains Mitigation Measure GEO-2: Update geotechnical report and incorporate design measures recommended in the LSP project Geotechnical Engineering Report Mitigation Measure GEO-7a: Retain a qualified professional paleontologist to monitor significant ground-disturbing activities Mitigation Measure GEO-7b: Educate construction personnel in recognizing fossil material	Less than significant

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
		Mitigation Measure GEO-7c: Stop work if substantial fossil remains are encountered during construction Mitigation Measure WQ-3: Implement a Hydromodification Management Plan (HMP) in accordance with the City's Stormwater Permit	
Recreation			
Impact REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	<i>- Consider utilizing and improving existing recreational features such as the Sac. R. itself (fishing piers, access points, etc.) Beese Lake pathways, Honda Hills walking paths, Greater horse trails throughout.</i>	
Impact REC-2: Construction or expansion of recreational facilities that might have an adverse physical effect on the environment	Significant and unavoidable		
Transportation/Traffic			
Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit	Significant	Mitigation Measure TRA-1a: Pay fair share contribution toward installation of a traffic signal at the intersection of Stonegate Drive and Linden Road. Mitigation Measure TRA-1b: Address traffic increases on neighborhood roadways	Less than significant
Impact TRA-2: Conflict with an applicable congestion management program, including LOS standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways	Less than significant	<i>- More work needs to be done about the current grid locks with solution for the proposed development and for the future developments planned. Normal traffic patterns are insane and future traffic will be impossible without implementation of a workable system before new development move forward.</i>	
Impact TRA-3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks	No impact		

5.27

5.28

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact TRA-4: Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Significant	Mitigation Measure TRA-1b: Address traffic increases on neighborhood roadways	Less than significant
Impact TRA-5: Result in inadequate emergency access	Significant	Mitigation Measure TRA-5: Implement site-specific traffic management plan during construction	Less than significant
Impact TRA-6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	Significant	Mitigation Measure TRA-1b: Address traffic increases on neighborhood roadways Mitigation Measure TRA-5: Implement site-specific traffic management plan during construction Mitigation Measure TRA-6a: Construct ADA accessible sidewalk improvements on Linden Road Mitigation Measure TRA-6b: Complete Safe Routes to School access to River City High School Mitigation Measure TRA-6c: Provide Class II bicycle facilities on Village Parkway, Davis Road, and Linden Road Mitigation Measure TRA-6d: Participate in financing for transit system capital improvements and annual operations	Less than significant
Utilities and Service Systems			
Impact UT-1: Exceedance of wastewater treatment requirements of the Central Valley Regional Water Quality Control Board	Less than significant	-	-
Impact UT-2: Potential to require new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Less than significant	-	-

Construction equipment → 5.29
Need larger turning areas for Fire Trucks → 5.30

How. Wider Streets
New streets, Bridges
Southern access points → 5.31

Should be done prior to development → 5.32

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact UT-3: Potential to require new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Less than significant		
Impact UT-4: Potential to result in insufficient water supplies to serve the project from existing entitlements and resources, or a need for new or expanded entitlements	Less than significant	-	-
Impact UT-5: Potential to result in a determination that wastewater treatment facilities serving the Project have adequate capacity to serve the area's projected demand in addition to the provider's existing commitments	Less than significant	-	-
Impact UT-6: Insufficient permitted landfill capacity to accommodate the Project's solid waste disposal needs	Less than significant	-	
Impact UT-7: Failure to comply with federal, state, and local statutes and regulations related to solid waste	Less than significant	- Off site landfills in Davis - or would West Sacramento consider - a local site within the City limits.	→ 5.33

PETITION AGAINST LIBERTY DEVELOPMENT

WEST SACRAMENTO (SOUTHPORT) 1,503 HOUSING UNITS; on 340 ACRES

COPY ~~DATE~~

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE	e-MAIL
David Williams	<i>David Williams</i>	3520 Antioch Ave.	916 373-9331	davidrorywilliams@ gmail.com
Cruz Williams	<i>Cruz Williams</i>	3520 Antioch Ave.	916 373-9331	
Rogers Young	<i>Rogers Young</i>	1577 Tamarack Road	916 371-6006	
Wanda Young	<i>Wanda Young</i>	1577 Tamarack Road	916 371-6006	
Eleana Magnis	<i>Eleana Magnis</i>	PO Box 2023	916 508-1673	
Carolyn Pierson	<i>Carolyn Pierson</i>	2370 Harmon Rd. West	916-372-0921	
Thomas W. McDuffie	<i>Thomas W. McDuffie</i>	2345 DAVIS RD. W.S.	916-529-3167	tom.mcduffie@comcast.net
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Tim Thompson	<i>Tim Thompson</i>	4000 Weber Av. 95691	916-531-9871	
Dean S. K. 916	<i>Dean S. K. 916</i>	2500 Sacramento Ave. W.S.	916 371-1812	
Tammy McDuffie	<i>Tammy McDuffie</i>	2505 Harmon Rd.	916) 521-5110	KE-MCDUFFIE TAMMY
Ryan Morris	<i>Ryan Morris</i>	2505 Harmon Rd.	916 374-7382	SOCKY BOY 2577-0001
Raven Singh	<i>Raven Singh</i>	3550 Antioch Ave	916-837-0458	
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Kathleen Winslow	<i>Kathleen Winslow</i>	2205 DAVIS RD.	707-718-3511	winslow.kathleen@yahoo.com
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Nancy Andrews	<i>Nancy Andrews</i>	3580 Antioch Ave	916-802-9576	
Self Andrews	<i>Self Andrews</i>	3580 Antioch Ave	916 690-3937	
Judy Mitchell	<i>Judy Mitchell</i>	2945 Jefferson Bl.	916-917-5257	

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WEST SACRAMENTO (SOUTHPORT) 1,503 HOUSING UNITS; on 340 ACRES

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John		West Sacramento, CA 95691		
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Alex Kukharski	<i>Alex Kukharski</i>	3095 Asante Ln W Sac	(408) 230-0534	
Parisi Baxter	<i>Parisi Baxter</i>	3155 Asante Loop	(916) 373-9100	
Jeff Auja	<i>Jeff Auja</i>	1205 Lincoln Rd	916-607-7355	
Megumi Izvater	<i>Megumi Izvater</i>	2575 Harmon Rd.	916-505-4922	
FU GEN KARY	<i>Fu Gen Kary</i>	2455 DAVIS Rd	916-371-1493	
Robert HANS	<i>Robert Hans</i>	3125 Asante Ln W Sac	916-271-6263	
Erica Puumala	<i>Erica Puumala</i>	3065 Asante Ln W Sac	916-373-1287	epuumala@yahoo.com
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Pavel Taryanid	<i>Pavel Taryanid</i>	2440 Davis Rd W Sac	416-215-0239	PavT25@yahoo.com
Mika Rogovin	<i>Mika Rogovin</i>	3536 Hammond Road	916-212-2499	Blooms Garage
Shadi E. Raman	<i>Shadi E. Raman</i>	3300 Finch Ave	916-718-3057	gwestlak@gmail.com
Lupe Whitaker	<i>Lupe Whitaker</i>	2135 Davis Rd W Sac		
Micaela Valencia	<i>Micaela Valencia</i>	3130 Antioch Ave	9167044880	micaela.names@gmail.com
Fausto Valencia	<i>Fausto Valencia</i>	3130 Antioch Ave	561-991-9444	valentini@att.net
Shari Matheson	<i>Shari Matheson</i>	7271 17th St West Sac	916-777-9183	6.com/2013/09/01/
Charles W. Ellis	<i>Charles W. Ellis</i>	727 17th St West Sac	916 703 6017	
JUSTIA MANNING	<i>Justia Manning</i>	2674 TYLER WAY	916 373 1877	
ANDY MARCONE	<i>Andy Marcone</i>	3530 ART RD W SAC	916-730-7579	

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M. Dyste		2945 Jefferson Blvd	916-505-8262	
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MARY CONTO		3335 FRENCH AVE	916-372-1647	X
Bill Hanlon		3310 French Ave	916-371-2366	-
Robert L. Foster		3310 French Ave	916-371-2366	-
Wendy Donnell		3355 French Ave	916-371-2535	X
Justin Fields		3305 French Ave	916-224-9543	0
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Jojo Hunley		3460 French Ave	916-377-4144	X
Ron Abroad		3495 French Ave	916-372-6637	

PETITION AGAINST LIBERTY DEVELOPMENT

WEST SACRAMENTO (SOUTHPORT) 1,503 HOUSING UNITS; on 340 ACRES

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Leila Vaschenkov	<i>[Signature]</i>	3090 Freedom Ave	916-267-7926	— n — u —
Melana Vaschenkov	<i>[Signature]</i>	3080 Freedom Ave	916-267-7926	— d — u —
Bertha Madrigal	<i>[Signature]</i>	2395 Harmon Rd.	916-371-3980	— — — —
Donna Smith	<i>[Signature]</i>	3575 Partridge Ave	916-708-7005	"
Elisa Hawkins	<i>[Signature]</i>	2595 Partridge Ave	916-708-0931	elisamarie28@yahoo
Steven Hawkins	<i>[Signature]</i>	3095 Partridge Ave	916-708-1204	Drake11530@live.com
Sarah Harmon	<i>[Signature]</i>	3540 Partridge Ave	916-701-0679	— — — —
Toni Harrison	<i>[Signature]</i>	3540 Partridge Ave	916-402-0472	— — — —
DAVID WYATT	<i>[Signature]</i>	3600 Partridge Ave	916-617-2406	davidwyatt@me.com
Don Vinsen	<i>[Signature]</i>	3495 " "	" 372-6093	—
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Julie Dennis	<i>[Signature]</i>	3455 Partridge Ave	916-371-3985	julie2010@gmail.com

PETITION AGAINST LIBERTY DEVELOPMENT

WEST SACRAMENTO (SOUTHPORT) 1,503 HOUSING UNITS; on 340 ACRES

PRINT NAME	SIGNATURE	ADDRESS	TELEPHONE	e-MAIL
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Dawn Duffie	W. Miller	2305 Davis Rd	916-371-0191	NONE
Javrea Martinez	Javrea Martinez	4090 Gregory Ave	916 371-2400	
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PETITION AGAINST LIBERTY DEVELOPMENT

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Jim Allen	[Signature]	3980 Antioch Ave	916-371-5790	Jim@jimallen.com
Buck Lind	[Signature]	3818 Antioch Ave	916-997-0711	PICKYATEAM@gmail.com
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...	[Signature]	3150 Cedar St.		g.krasinski@gmail.com
Allyk Baroet	[Signature]	1540 Tancred Rd.		allyk.baroet@duke.edu
TOTAL = 113 signatures				

-
- 5.1 This is a summary list of the commenter's concerns. The commenter further elaborates on each of these bullets in subsequent comments, which are addressed below.
 - 5.2 The DEIR's traffic analysis evaluates LOS impacts for 30 intersections and neighborhood-level daily traffic volume impacts for 20 segments of 7 existing roadways that would connect with the proposed roadway network within the project. This includes the roadways mentioned by the commenter, both in terms of impact evaluation and mitigation measures, including for construction-related impacts.

Note that existing conditions on roadways in the vicinity of the project area are not impacts associated with the proposed project, which has yet to be developed. The project will result in physical improvements to the local roadway network that may address many of the commenter's concerns regarding existing roadway conditions in the area, although these benefits are not relevant to CEQA review. This includes Davis Road, which will be reconstructed as a minor arterial road consistent with the City's General Plan Mobility Element. Also, in response to concerns expressed by residents of adjacent areas, as specified in Mitigation Measure NOI-1a, all construction traffic associated with the Liberty Project will be required to use Village Parkway to access the project site. Finally, CEQA generally does not require the analysis of existing environmental conditions on a project's future users or residents, such as existing deficiencies in roadways. The project applicant will, however, be required to pay traffic impact fees that could be used to contribute to the improvement of local roadways.

- 5.3 The DEIR includes impact analysis and proposes mitigation measures related to the commenter's concerns (i.e., air quality in Section 3.3, greenhouse emissions in Section 3.7, noise in Section 3.12, and biological resources in Section 3.4). The DEIR also analyzes land use compatibility between the proposed project and existing surrounding land uses, concluding that such impacts are less than significant.

The project design is consistent with the principles of the Southport Framework Plan and the City's General Plan as they relate to how the project addresses adjacent development. While the commenter notes that the project will affect the "peace and tranquility" to the neighborhood, impacts to community character, including residents' "sense of well-being, pleasure, contentment, and values that come from living" in their existing environment are not proper subjects for CEQA review (Preserve Poway v. City of Poway [2016] 245 Cal. App. 4th 560).

- 5.4 Comment noted. While this is not a CEQA-related issue, it is subject to the discussion of project design as part of the project review and approval process, during which the commenter will have opportunities to comment on the merits of the project. See response above re: Preserve Poway v. City of Poway (2016) 245 Cal. App. 4th 560.
- 5.5 This comment asserts that there are "existing properties which house horses, goats, sheep, chickens, and other livestock." While this may be true of adjacent areas, it is not the case within the area covered by the LSP. Implementation of the project will not affect the ability of existing residents outside the Specific Plan area from keeping animals in accordance with City regulations (Title 6 of the Municipal Code).
- 5.6 As the commenter notes, the project includes an equestrian trail along the north side of Davis Road, with landscaped and fenced buffers between the trail and the adjacent road to the south and development to the north. Contrary to the implication of the comment, however, the project area is currently privately owned and not openly accessible for general public use (e.g., for horseback riding), so future access to the area would not be more legally restrictive than current access.
- 5.7 The DEIR includes a discussion of the California Essential Habitat Connectivity (CEHC) Project, including its identification of large, relatively natural blocks of habitat (Natural Landscape Blocks) across California and Essential Connectivity Areas (ECAs). It identifies three Natural Landscape Blocks northwest, southwest, and southeast of the Liberty study area and the ECAs that connect these areas to the west and south of the study area; the CEHC does not identify any key migratory areas within the study area, even though migrating birds may pass through the area, as noted by the commenter. As mitigation for potential effects on wildlife species in the study area, the Applicant will be required to pay mitigation fees to support the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan

(HCP/NCCP). Among the areas preserved by the HCP/NCCP are wetlands used by migrating waterfowl, including those cited in the CEHC. This includes the Yolo Bypass, which lies approximately 2½ miles from the edge of the Liberty Project.

- 5.8 This comment does not focus on a CEQA concern. Nonetheless, while the setback levee is not part of the Liberty Project, the project applicant has coordinated with the West Sacramento Area Flood Control Agency to ensure that visual access to the river is maintained through access roads that connect Village Parkway to Sherwood Harbor Marina & RV Park and the Sacramento Yacht Club (see discussion under Impact AES-1 starting on page 3.1-15 of the DEIR). In further response, the U.S. Army Corps of Engineers is not proposing fencing is along the levee, and the City's Parks and Recreation Department is working with WSAFCA Staff to develop a Class A bike route on top of the levee. Finally, additional efforts are underway to develop parking areas for access to the new levee, although these activities are not directly associated with the project.
- 5.9 Consistent with the City's General Plan and Climate Action Plan, the Liberty Specific Plan, through its Landscape Design Guidelines (Section 10) and Architectural Design Guidelines (Section 11) includes a commitment to design features that will reduce the heat island effect.
- 5.10 This comment is related to project design, which is not a CEQA review consideration. It will be addressed through the project review and approval process. Per the Southport Framework Plan, however, the project has been designed to transition from more intensive uses at its core to ½-acre Estate Lot residential uses along the edges to the south (north of Davis Road) and in the northeastern part of the project (east of Bastone Court).
- 5.11 The WUSD property is now shown in the LSP regulatory maps as Public/Quasi-Public. Also, the property is not part of the Liberty Project its development will be the sole responsibility of WUSD.
- 5.12 This comment pertains to "dewatering," which did occur in the area during the construction of the Sacramento Regional County Sanitation District's (SRCSD) Lower Northwest Interceptor (LNWI), which conveys wastewater flows to the Sacramento Regional Wastewater Treatment Plant. The sizes of the pipes anticipated for Liberty range from 12 to 16 inches, while the LNWI pipes are 120 inches. The depth for Liberty is expected to be 10 to 25 feet, whereas the depth for LNWI is 30 feet.

According to the City of West Sacramento Standard Specification, Section 22, the Applicant is required to take all reasonable steps necessary to avoid adverse impacts to existing property caused by dewatering operations. This includes preparing a "Water Control Plan" that evaluates the geologic and hydrogeologic conditions in the dewatering area to determine the extent to which the cone of depression from dewatering operations will extend. Any digging and dewatering associated with Liberty will be isolated to within the project boundaries and should not affect any property outside the area. Based on this information, a corridor for implementing monitoring before, during, and after dewatering operations will be established. The study will identify existing wells, structures, utilities, and other relevant features on adjacent properties within the pre-established corridor defined by the Design Engineer. As the commenter notes, property owners will be notified in writing about the purpose and objectives of the work, the dates the work will be performed, and the need for frequent measurements, ensuring access before, during, and possibly after the dewatering operations occur.

- 5.13 As noted in the response to Comment 5.12, the City will notify property owners per the requirements of City of West Sacramento Standard Specifications, Section 22. The Liberty Specific Plan project has developed a contact list that includes all property owners within the minimum radius of 500 feet from the property line of the project site. All publicly noticed workshops and meetings will be sent to those on this list via USPS a minimum of 10 days prior as required by City ordinance. Furthermore, the LNWI project to which the commenter refers was administered by Sacramento Regional County Sanitation District as the lead agency, not the City of West Sacramento.

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- 5.14 The DEIR was prepared by unbiased environmental analysts and technical experts in accordance with the CEQA Guidelines; the project applicant did not influence the technical analysis upon which significance conclusions were drawn.
- 5.15 As noted under Mitigation Measure AG-1, the City will require conservation of agricultural land on a 1:1 basis for acreage converted to urban uses as a result of project development. While the conservation easements established to achieve this compensation will be located outside the city limits, this is a recognized form of mitigation for loss of agricultural land under CEQA and will be sufficient to offset the loss of prime farmland to urban uses, particularly in light of the City's longstanding plans for the area to transition from agricultural to urban uses.
- 5.16 The commenter's notes under Impact AES-2 refer to geographic areas (e.g., Sacramento River, riverside ecosystem, riparian corridors) outside of area covered by the Liberty Specific Plan project.
- 5.17 See response to Comment 5.15.
- 5.18 The DEIR's air quality analysis evaluates the potential impacts of construction activities, including generation of dust, and includes a mitigation measure (AQ-2b) to address construction-related dust that could have negative human health consequences, including Valley Fever (to which the commenter's note refers). Comment noted.
- 5.19 The commenter's note refers to migratory geese in the context of Impact BIO-8. As depicted in Figure 3.4-2 on page 3.4-45 of the DEIR, the Liberty Specific Plan project area does not fall within a recognized wildlife movement corridor according to the California Essential Habitat Connectivity Project. Also, see response to Comment 5.7.
- 5.20 The commenter's note under Impact GHG-2 suggests ways to decrease radiant heat as a means of reducing greenhouse gases; it is not a comment on the DEIR analysis. Comment noted.
- 5.21 Commenter notes the generally constrained roadway access in Southport. As described under Impact HAZ-7, development under the Liberty Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Comment noted.
- 5.22 See response to Comment 5.12.
- 5.23 As described under Impact WQ-5, the Liberty Specific Plan project will adhere to existing regulations requiring preparation of stormwater pollution prevention plan (SWPPPs) with necessary best management practices (BMPs) and compliance with the City's National Pollutant Discharge Elimination System (NPDES) Stormwater Management Plan (SWMP).
- 5.24 The commenter notes correctly that 200-year flood protection will not be fully realized until all planned flood control improvements are implemented. The discussion of Impact WQ-7 has been revised, Mitigation Measure WQ-7 has been modified and relabeled "WQ-7a," a new Mitigation Measure WQ-7b has been added, and Impact WQ-7 has been revised from "Less Than Significant with Mitigation" to "Significant and Unavoidable." The reason for these changes is to correct typographical errors that were made in preparing the Draft EIR that resulted in conclusions inconsistent with those reached in the General Plan Update Final EIR. Therefore, all facts, analysis, and conclusions described herein are not new but instead reflect the facts, analysis, and conclusions reached regarding this impact in the General Plan Update Final EIR. Mitigation Measure WQ-7a and Mitigation Measure WQ-7b will require the Developer to comply with flood protection measures and disclose risk of flooding. Even with compliance, however, the impact will remain significant and unavoidable because the entirety of the levee improvements will not be funded and constructed with only this Project. Once adequate funding is achieved by payment of the City's In-Lieu Flood Protection Payment Option and all levee improvements can be constructed this impact will be considered less than significant.
- 5.25 As noted in the discussion under Impact LU-1, development of the Liberty Specific Plan area would not create any barriers between established uses and would, in fact, provide north-south connectivity between

portions of West Sacramento that are currently divided by the LSP area. Furthermore, the project design is consistent with the principles of the Southport Framework Plan and the City's General Plan as they relate to how the project addresses adjacent development. While the commenter notes that the project will affect the "peaceful serene living " in the adjacent neighborhood, impacts to community character, including residents' "sense of well-being, pleasure, contentment, and values that come from living" in their existing environment are not proper subjects for CEQA review (*Preserve Poway v. City of Poway* (2016) 245 Cal. App. 4th 560).

- 5.26 As noted under the discussion of Impact NOI-1, the project applicant will be required to implement Mitigation Measures NOI-1b and NOI1c, which address operational noise associated with HVAC equipment and stationary systems, respectively.
- 5.27 As noted under the discussion of Impact REC-1, the combination of public parks and recreational facilities described in the Liberty Specific Plan not only meet the overall Parks Master Plan requirement, they contribute to addressing the City's projected shortfall of neighborhood and community parks. The parks and recreation facilities would be sited in areas that are accessible to the residential areas proposed under the LSP.
- 5.28 See response to comment 5.2.
- 5.29 As described under Mitigation Measure TRA-5, the project applicant will prepare a site-specific construction traffic management plan (TMP) that addresses the specific steps to be taken before, during, and after construction to minimize effects on transportation and emergency access in the LSP area and nearby affected areas.
- 5.30 As described under Impact TRA-5, the Liberty Specific Plan provides for approximately 10 points of access to areas north, west, and south of the LSP area. All roadways would be designed and constructed in accordance with City standards, which account for emergency access, including fire trucks.
- 5.31 As described under Mitigation Measure TRA-1b, the project applicant will be required to fund monitoring of traffic volume increases and safety issues on specified neighborhood roadways (see DEIR p. 3.16-25). If conditions are found to be unacceptable based on this monitoring, the applicant will be required to fund a Residential Traffic Calming Program (RTCP), including community outreach, analysis, public participation, design, implementation, and construction of traffic calming measures. The applicant will not be able to obtain building permits beyond the first 599 units until compliance with this mitigation measure is achieved (DEIR at p. 3.16-25).
- 5.32 Per Mitigation Measure TRA-6d, the applicant will be required to contribute funding in advance of building permit issuance. This contribution will be through the City's Traffic Impact Fee. Note that the City intends to establish a transit funding program. Should such a program be implemented, adjustments to the traffic impact fee may be negotiated with project applicants who participate in a financing district for transit improvements that reduce traffic generation. Participation may include advance funding, formation of a financing district, or annexation to an existing financing district.
- 5.33 As described under Impact UT-6, solid waste from the Liberty Specific Plan project would be disposed of at the Yolo County Central Landfill, which is located northeast of Davis, and is expected to have adequate capacity until at least 2045

6. Matt Keasling, October 3, 2017

From: Matt Keasling
To: [Hardy, Justin](#)
Subject: Liberty Project Draft EIR traffic analysis
Date: Tuesday, October 3, 2017 9:51:44 AM

Dear Mr. Hardy,

At the outset, I'd like to state that I support the Liberty project and look forward to the community amenities the project will bring.

That being said, I live on Barona Street, near the intersection of Village Pkwy and Redding Street. As was expected, since the Village Pkwy connection from Stonegate Dr. to the McGowan Bridge opened, we have seen a considerable increase in traffic on Village Pkwy. As a result, crossing Village Pkwy, either on foot or in a car, has become increasingly difficult and, at times, dangerous given the speeds at which people drive from Linden to the roundabouts.

As is shown in the draft EIR traffic analysis, the Liberty Project will bring considerable more traffic to Village Pkwy with roughly 41% of the trips traveling along that road. In the mornings and evening peak hours, that could be 600-700 additional vehicles.

I am not objecting to the additional vehicle trips, since I understand that Village Pkwy has always been intended as a major north/south connection through Southport. However, what does concern me is two things:

1. The speeds at which vehicles are travelling on Village Pkwy; and
2. The safety hazards for vehicles and pedestrians at the intersection of Village Pkwy and Redding St.

To elaborate, west of Village Pkwy is Stonegate Elementary School and east of Village Pkwy is a community whose children attend that school and a very popular park (Delta Gardens) that attracts many young families from both sides of Village Pkwy. As a result, the crosswalk at Redding St. is heavily utilized. In the last year there have been several near-misses and a couple of accidents. As someone who crosses there daily, I can attest that at times it is scary. With 700 more cars and no mitigation, it will be uncrossable.

In reviewing the draft EIR, I do not see that the intersection of Redding St. and Village Pkwy was analyzed. It needs to be. Speeds at this location are dangerously high (as the school crossing guard will attest). Please analyze project impacts to this intersection with a special consideration of safety concerns for children and families.

Consider placing some type of mitigation along Village Pkwy that will slow speeds along this stretch and raise driver awareness of pedestrians. It would also be nice, as a commuter, to be able to get out of Redding St. onto Village Pkwy which, during peak hours, may be impossible.

→ 6.1

Thank you for your consideration.

Matt Keasling

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- 6.1 The DEIR's intersection-level traffic analysis does not cover intersections with "local" roadways as classified in the City's roadway classification system. Since Redding Road is classified as a local facility, the DEIR does not evaluate the performance of the Redding Road-Village Parkway intersection. The DEIR does, however, evaluate the potential for increased traffic on Village Parkway, including analysis of the Lake Washington Boulevard and Stonegate Drive intersections with Village Parkway. As Table 3.16-9 on page 3.16-21 of the DEIR shows, under cumulative conditions, the Stonegate Drive intersection is projected to exceed the City's LOS standard in 2035 (LOS D during the A.M. Peak Hour), but this is not considered a significant impact associated with the Liberty Project because the intersection is already operating at LOS D and because the intersection delay is not projected to increase by more than five seconds. Thus, no mitigation is specified to address operations at this intersection. Through its ongoing review of traffic conditions and communication with residents, the City is, however, aware of concerns in this area and continues to monitor traffic conditions and their safety implications. Based on existing traffic levels, the Redding Road intersection does not warrant a stop sign or traffic light. The City has, however, installed a high-intensity activated crosswalk beacon (HAWK beacon) at the Village Parkway intersection with Redding Road/Bear River Court as part of a broad-based initiative to enhance pedestrian and bicycle safety.

7. Thomas McDuffie, September 13, 2017

September 13, 2017

Mr. Justin Hardy
City of West Sacramento
1110 West Capitol Ave, 2ed Floor
West Sacramento, Ca 95691



Re: Comments:
Liberty Island Subdivision
Environmental Impact Report

Dear Mr. Hardy,

My comments are from an assortment of discussions I have had with residents of Davis Road and the Jefferson Subdivision. I thank you in advance for allowing me to address these very important issues concerning those us who live there.

It is our belief and that of Professionals in the business, Davis Road will be of major importance to the residents of Liberty Island Subdivision; the existing plan proposed by the Property Owner will not keep their residents off our two lane Agricultural roadway, impacting Davis Rd. to Jefferson Blvd., Antioch Rd. and Harmon Road. It impacts the remaining parcels available for development on the South side of Davis Rd.

→ 7.1

The Developers have stated in public meetings that Liberty Island Subdivision would hardly use Davis Rd., we don't believe that. Davis Road is in need of work due to the heavy traffic caused by Liberty Island hauling dirt onto their property some months back and the heavy equipment brought in to be used for levee work. including neglect for 30 years.

→ 7.2

This Subdivision if accepted by the City is not consistent with our existing zoning according to the Cities General Master Plan. Liberty Island Subdivision places many burdens on the owners of the adjacent properties by changing the zonings (RR, RRA etc.) to something not compatible with our existing way of life and affects the value of our home sites. **We do not support any deviation from the General plan because we have no power over what is accepted by the City if they amend the Zoning.** The Subdivision has Merit but this is the wrong location for what they're asking.

→ 7.3

The EIR did not mention if the Liberty Island Properties qualified for Riparian water rights from the River prior to 1914. Those parcels on the East end have title to the banks of the Sacramento River. South River Road was County Road 139

→ 7.4

prior to incorporation, maintained by the County of Yolo. That could be very important if it were to continue as farmland, West Sacramento provides nothing towards the food cornucopia in the Sacramento Metropolitan area. .

7.4

By eliminating the Residential Rural and the Residential Rural Agricultural Zonings from their properties, it would severely impacts our existing way of life based upon the way citizens and the City planned years ago. It must have larger parcels to comply so water may drain into the ground providing support for our Water table.

7.5

The Developers request is for the City to back off of our general plan and zoning matrix with something totally inconsistent with what is already in place. Access to Davis Road will place us in the same situation Marshal Road was put in during development north of Otis Rd. We do not want that, it will create hard feelings with the City and us. **“No Access to Davis Rd.”** That is where we stand. Davis Road is very dangerous in the afternoon driving west due to the Suns location, it’s blinding.

7.6

Traffic cannot be mitigated prior to development; there will be to many automobiles. West Sacramento is a catchall that holds Carbon Monoxide and smog within the City of West Sacramento. Jefferson Blvd. was never completed south on Jefferson Blvd. and yet it is heavily traveled. Automobiles are getting off the freeway and heading south on Jefferson Blvd. heading for Freeport to avoid that stretch of I-5 south. You might thin traffic out around West Sacramento but there is nothing you can do to gain additional access to the freeways. Linden Road south has been waiting to be extended east for the past 30years.

7.7

Recently you must have noticed the complications caused from Cal-Tans efforts to make repairs to the on and off ramps of our Freeway. Think of what it will be like with 10,000 additional automobiles trying to gain access to the freeway. Then, add Raley field River Cats in West Sacramento estimated 7,000 vehicles and then the Kings playing the other side of the River. It’s chaos because the Tower Bridge is not accessible from this side of the River.

Rail Road cars are parked under the Pioneer Bridge and near Raley Field Ball Park, near the old Highway #265 and some High Density Condominiums. Many of these cars are marked Hazardous Materials. Bulk Storage Fuel tank facilities on South River Road. High Pressure fuel lines run along the Clarksburg Trail adjacent to the Liberty Island Subdivision transferring fuel to South River Road Tanks.

South River Road from the Highway 50 freeway exit to the McGowan Bridge primarily serves fuel tankers picking up fuel to distribute to customers from the Bulk Fuel Storage Tank facility, we actually intrude on their roadway for our convenience. When the roadway was re-built it was undersize by about 10 feet in width, as I recall.

7.8

Clarksburg Trail, Only in the Delta Protection Commission's comments does the EIR mention that this trail is actually referred to as the Clarksburg Branch Line Trail as part of the Delta Trail in January 2016, to include Pedestrian and Bike lanes, routes and Trails for all to enjoy.

7.9 ▲

We do not feel after reading the EIR that a non-biased, disinterested third party prepared the EIR. It will do more to serve the City and the Developer as a Disclosure Protection and we will be told at sometime in the future when something goes wrong that everything was disclosed to us in the EIR.

7.10 ▲

The Liberty Subdivision is several feet below that of Davis Rd., We hope that, if approved, they are not going to bring in fill dirt or build two story homes in front of us, destroying our Vista. Davis Rd. actually servers as a retainer wall to prevent water diverting south over Davis Rd., the very important and necessary lateral canal catches the water and diverts it to a safe place if we leave it in place.

7.11 ▲

In closing, this is only part of our concerns that were not addressed in the EIR. We have to be assured that because of dewatering that we will not experience failure to our personal domestic wells? Secondly, we have experienced some land settlement effecting soils and foundations settlement has occurred from past dewatering procedures North of Davis Rd.

7.12 ▲

Q. Reports about this type of situation causing potentially serious impact to neighboring popery owners? Who will be responsible for these failures once they have occurred? Were helping to pay for the Levee improvement, we shouldn't' be expected to suffer from it's presence.

7.13 ▲

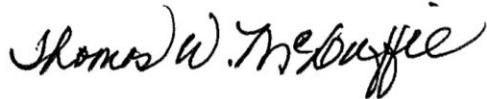
We now have wild Turkeys roaming the Clarksburg Equestrian trail. The Swanson Hawk, Owls, Coyotes etc. are furnished an over abundance of Prey. The Mice, Gophers, Squirrels and Rats etc. must be held in check. We don't dare use Poisons to control these damaging pests who will bore into the new setback Levee. Our resident predators are the least invasive means of control and are a natural process to protect our investment form future negative impacts and again, protect our water table.

7.14 ▲

These are some of the general concerns of property owners on Davis Rd. and within the Jefferson Subdivision; we trust that you will value all of our concerns as being genuine.

West Sacramento wants to be like everyone else only better. Everyone else wants to be like West Sacramento, it has open space.

Respectfully Submitted,

A handwritten signature in black ink that reads "Thomas W. McDuffie". The signature is written in a cursive style with a large initial 'T' and 'M'.

Thomas W. McDuffie
2385 Davis Rd.
West Sacramento, Ca 95691

-
- 7.1 Access from the project to Davis Road will be limited to the already-planned extension of Stonegate Drive and the existing Village Parkway intersection. Otherwise, there will be no connections with Davis Road. Furthermore, the predominant traffic movements will be northward from the Liberty Project, thereby minimizing new trips on Davis Road. As shown in Table 3.16-8 on page 3.16-18 of the DEIR, both Davis Road and Harmon Road are projected to be operating at LOS A with development under the Liberty Specific Plan. Mitigation Measure TRA-5 (Implement site-specific traffic management plan during Construction) has been modified to specify that construction-related traffic will be routed to Village Parkway.
- 7.2 As described on Table 3.16-1 of the Draft EIR, under Existing Plus Project conditions, only 1.6 percent of project trips are expected to use Davis Road. Under cumulative conditions (year 2035), only 0.6 percent of project trips would use Davis Road. The project will only develop one internal connection to Davis Road, at Stonegate Drive. Under both near-term and long-term conditions, the intersection of Antioch Avenue and Davis Road will continue to operate at LOS A. Nevertheless, because project-related trips could result in an increase of trips on Davis Road that exceed 25 percent of existing trips, traffic impacts on Davis Road are considered to be significant. This impact is addressed by Mitigation Measure TRA-1b. While Davis Road will not carry a large percentage of project-related trips, the mitigation measures identified in the DEIR will ensure that necessary traffic calming measures and other improvements will be installed as required. The DEIR's traffic analysis concluded the vast majority of vehicle trips originating from the Liberty Specific Plan area will be northbound because the majority of destinations (e.g., employment centers, schools, recreational amenities) are to the north, northeast, and northwest. Accordingly, the proposed connections on the northern edge of the project with Stonegate Drive and Village Parkway will be the most likely travel routes. Mitigation Measure TRA-5 (Implement site-specific traffic management plan during Construction) has been modified to specify that construction-related traffic will be routed to Village Parkway. While not related to the Liberty Specific Plan project, and even though the commenter addresses existing environmental conditions rather than impacts that may be caused by the project, the adopted Development Agreement for River Park requires that Davis Road be reconstructed from Village Parkway to Jefferson Boulevard. As described in the Liberty Specific Plan (page 6-4 and Exhibit 6-9), Davis Road from the Clarksburg Branch Line Pedestrian and Bike Trail east to Village Parkway will be fully improved as a Minor Arterial, including bike lanes on both sides, a sidewalk on the south side, and an equestrian trail, landscape buffers, and a multi-purpose trail on the north side.
- 7.3 The City's General Plan, first adopted in 1990 following incorporation of West Sacramento and updated in December 2016, has always anticipated the development of the Liberty area for residential uses, with supporting commercial and parks and recreation uses. The Southport Framework Plan, adopted in 1995 and updated in 1998, was a refinement to the General Plan to establish a foundation for village-oriented mixed-use development in Southport. The Liberty Specific Plan was prepared to be consistent with the broad policy of the General Plan and the more precise specifications of the Framework Plan, and particularly the Framework Plan's Northeast Village. While the Specific Plan calls for the rearrangement of land use designations, the overall development mix of the Specific Plan is reflective of the Framework Plan Land Use Map. The DEIR recognizes that the project will require amendment to the General Plan and zoning designations currently applicable to the project site, which is within the Northeast Village of the Southport Framework Plan and has been envisioned for future urbanization for many years. The land use plan proposed by the project places larger estate lots on the north side of Davis Road, in order to accomplish a transition between rural residential properties to the south and higher-density residential development with the project site. These estate lots will not access Davis Road directly, as Davis Road will abut the rear property line. In this way, potential land use incompatibilities are minimized. The remainder of the issues raised by the commenter address the merits of the project and do not raise any issues with the DEIR's environmental analysis. No further response is necessary.
- 7.4 Regarding rights to Sacramento River water, as discussed in the DEIR under Impact WQ-2 on page 3.9-29, the project will rely on surface water from the Sacramento River pumped at the George Kristoff Water Treatment Plant upstream of the American River confluence. Accordingly, the project will not rely upon

any pre-1914 riparian rights to Sacramento River water (if any exist) for water supply under post-development conditions. Impacts to local groundwater recharge are analyzed in the Draft EIR, under Impact WQ-2.

Regarding property ownership along the banks of the Sacramento River, the West Sacramento Area Flood Control Agency (WSAFCA) purchased the area for the Southport Levee Improvement Project in fee from the Liberty Specific Plan applicant, including the closure of South River Road. These issues are covered in the Southport Sacramento River Early Implementation Project and are, thus, not part of the LSP project.

Regarding farmland, the discussions in the DEIR under Impacts AG-1, AG-2, and AG-3 (pp. 3.2-4 and -5) acknowledge the conversion of agricultural land to urban uses, but further recognize that the project area has been long planned for such uses as documented in the City's General Plan and the Southport Framework Plan. The land within the Liberty Specific Plan Project Area may continue in agricultural use until it is developed as provided for by the Specific Plan. The remainder of the issues raised by the commenter do not raise any issues with the environmental analysis provided in the DEIR. No further response is necessary.

- 7.5 The discussions in the DEIR under Impacts AG-1, AG-2, and AG-3 (pp. 3.2-4 and -5) acknowledge the conversion of agricultural land to urban uses, but further recognize that the project area has been long planned for such uses as documented in the City's General Plan and the Southport Framework Plan. While the commenter notes that the project will affect the "existing way of life," impacts to community character, including residents' "sense of well-being, pleasure, contentment, and values that come from living" in their existing environment are not proper subjects for CEQA review (Preserve Poway v. City of Poway (2016) 245 Cal. App. 4th 560). Furthermore, as described under Impact WQ-2, the project will rely on surface water for potable supply, so the potential to deplete groundwater supplies or interfere with groundwater recharge is not considered significant. In addition, the shallow groundwater aquifer underlying the project is recharged mainly from the Sacramento River, although the project design will contain park and greenbelt areas that could provide benefits for groundwater infiltration.
- 7.6 As noted above, the City's General Plan, first adopted in 1990 following incorporation of West Sacramento, has always anticipated the development of the Liberty area for residential uses, with supporting commercial and parks and recreation uses. Also as noted above, access to the Liberty project to Davis Road will be limited to the already-planned extension of Stonegate Drive and the existing Village Parkway intersection. Otherwise, there will be no connections with Davis Road. Furthermore, the predominant traffic movements will be northward from the Liberty Project, thereby minimizing new trips on Davis Road. Finally, the City acknowledges that Davis Road is currently improved to below the rural road standard. This condition will be remedied in conjunction with development of the Liberty and River Park projects, which call for Davis Road to be developed as a Minor Arterial, consistent with the City's General Plan Mobility Element. The remainder of the issues raised by the commenter are not related the environmental analysis provided in the DEIR. No further response is necessary.
- 7.7 See response to Comment 7.6.
- 7.8 The commenter provides a historical account of existing traffic and other conditions in the city, but does not raise any issues with the environmental analysis provided in the DEIR. No further response is necessary.
- 7.9 The DEIR has dozens of references to the Clarksburg Branch Line Pedestrian and Bike Trail or variations on that name. The only references to the Yolo Short Line are related either to the history of the area or to the drainage ditch that runs parallel to the former track alignment.
- 7.10 The Draft EIR was prepared by an independent consulting firm under contract with the City of West Sacramento, not the project developer. Under CEQA, the consultant's responsibility to provide an accurate EIR is owed solely to the City, and not to the developer or to other third parties. As required by CEQA,

the City Council will exercise its independent judgment regarding the adequacy of the EIR as an informational document prior to determining whether to approve the project.

- 7.11 The drainage system in Liberty has been designed to comply with the currently adopted Southport Master Drainage Plan and any future updates until project completion. The project will include improvements to the Davis Road corridor, including the existing drainage facilities on the north side of the road. The DEIR also identifies scenic vistas as a resource but does not consider views obstructed by single-family homes to be a significant impact. The remainder of the issues raised by the commenter do not raise any issues with the environmental analysis provided in the DEIR. No further response is necessary.
- 7.12 As described under Impact WQ-2, the project will rely on surface water for potable supply, so the potential to deplete groundwater supplies or interfere with groundwater recharge is not considered significant. The project will not draw down the aquifer upon which existing wells rely. Furthermore, the shallow groundwater aquifer underlying the project is recharged mainly from the Sacramento River, although the project design will contain park and greenbelt areas that could provide benefits for groundwater infiltration.
- 7.13 The levee improvement project is under the control of WSAFCA and United States Army Corps of Engineers, and the eastern portion of the Liberty property was purchased to construct the setback levee. The project applicant will be required to pay flood impact fees.
- 7.14 The Southport Sacramento River Early Implementation Project incorporates rodent control measures that address the commenter's concerns for erosion of the setback levee. These are described in the EIR/EIS for that project. Comment noted.

8. Paige L. McKibbin, October 2, 2017

October 2, 2017

Dear Mr Hardy,

Please find my public comment regarding the draft environmental impact report.

In section, Street and Road System, Davis road and Harmon road are both left out of the document. How will traffic affect these busy streets which are already heavily impacted? They both have a 40 mph speed limit which would make them major arterial roads as defined in the draft EIR. What will be done to re-classify these streets to reduce traffic and make them local roads as defined in the draft EIR. (page 3.16-7/3.16-8)

→ 8.1

Given that the traffic at Jefferson Blvd and Marshall Blvd is currently below city standards, and the 40 mph speed limit on Harmon and Davis road, I don't see how this will not result in a significant impact for the 2035 plus project conditions (Jefferson Blvd & Davis Rd, Jefferson Blvd & Harmon Rd). There is already a significant impact. How will this be addressed?

The impact analysis fails to mention or address any issues pertaining to the large and well established West Sacramento equestrian community. How will this project in conjunction with the other projects in the area safety accommodate the recreational horseback riding community?

→ 8.2

In section, Agricultural and Forestry Resources, Impact AG-2 and AG-3; the draft EIR does not address the re-sizing of the zoning area lots. By reducing the zoning lot sizes, and increasing the housing density this will effectively re-zone the area and prevent future residents in the project area from keeping large animals. This significantly affects the land use, local character, and the environment of the area.

→ 8.3

"The architectural vision for Liberty embraces the historical ideals that American cottage and farmhouse architecture have come to represent: a honest, wholesome, and satisfying design approach, grounded in a sense of the land and its traditions."

→ 8.4

The new development is planned to be built with a "farm town feel", I believe that horses are a vital part of the West Sacramento tradition. Therefore, horseback riding trails which *loop* around and through the proposed development must be included in the design of this project as well as future projects in this area (example Riverpark).

→ 8.5

Paige L. McKibbin

3390 Partridge Ave.

West Sacramento, CA. 95691

916-396-1468

-
- 8.1 The DEIR shows that the intersection of Jefferson Boulevard and Harmon Road will remain at a Level of Service "A" with project conditions, and therefore, result in a less than significant impact (see Table 3.16-8 on page 3.16-18). Antioch and Davis Road will similarly remain at LOS A. The Jefferson Boulevard/Marshall Road intersection currently operates at LOS F; it is projected to improve to LOS E with implementation of the LSP project based on the planned addition of a traffic signal at the intersection. Thus, the LSP project will not have an adverse impact on the intersection. The CEQA process does not include the analysis of reclassification of roadways, which is done by the City in the context of the General Plan Mobility Element and other regulatory efforts.
 - 8.2 The DEIR mentions the presence of the Clarksburg Branch Line Trail as an equestrian trail. The DEIR also evaluates the potential for increased use of recreational facilities associated with the project, but does not conclude that it will result in increased demand for equestrian facilities. Nonetheless, the project will provide an improved equestrian trail along Davis Road to serve the existing equestrian community.
 - 8.3 The Liberty Specific Plan has been prepared to maintain consistency with the General Plan and the Southport Framework Plan, neither of which anticipates the keeping of large animals or livestock once the area covered by the Specific Plan develops. The remaining issue about animal keeping addresses the merits of the project and does not raise any issues with the environmental analysis provided in the DEIR. Furthermore, the project will not affect the ability of landowners outside the Specific Plan area to keep or maintain livestock, as may otherwise be allowed under City ordinances.
 - 8.4 This comment focuses on the proposed architectural vision for the project and does not address an environmental issue.
 - 8.5 As noted above, the project does include an improved equestrian trail along the north side of Davis Road, but not within the developed part of the project, which is planned for urban uses that would be incompatible with equestrian trails. The remaining comment about the desire for horses as part of the project addresses the merits of the project and does not raise any issues with the environmental analysis provided in the DEIR. No further response is necessary.

9. Alberto T Pulido, October 10, 2017

From: Pulido, Alberto T
To: [Hardy, Justin](#)
Subject: Liberty Community - Comments/Concerns
Date: Tuesday, October 10, 2017 2:00:12 PM

Good Afternoon Mr. Hardy,

While I am excited for some positives things with the Liberty community such as the parks, I do have some concerns.

I live on hopland street and our backyard is facing east of the proposed Liberty community and phase 1 construction.

First, since my home is adjacent and will be sharing a fence, I think with all the noise associated and this, it seems a bit unfair that new shared back fenced be put up and attached to old side fencing of many of neighbors including myself (those sharing a fence to adjacent community on Hoopa St. and Hopland St.). This will cause most neighbor fences already brittle to be a future concern for falling. Most of my neighbors agree that it's only fair for those homes sharing new community fence have they entire fence replaced with new fencing. Some have recommended a stacked stone wall as a possible solution, which can also reduce the sound of construction.

→ 9.1

From the site map created, I can also see the impact of traffic, with Stonegate and Village parkway being the main roads access points for access to Liberty Community. See like a lot of future traffic that may need be addressed further. While roundabouts are being setup to reduce street driving speeds with this intention, it doesn't stop speeding or yielding.

→ 9.2

Second, while I am happy that Hoopa Street will be a closed street minimizing new community traffic, I have concern about the traffic of trucks for construction, workers cars parking on streets, etc. My hope is that they use the south river road or create a non public road for construction access. I would like to see Stonegate and Linden roads not be affected.

→ 9.3

Thank you for lisetning to our neighborhood Bella Rio Community concerns.

Alberto Pulido
3213 Hopland St
West Sacramento CA 95691
916-719-5866

-
- 9.1 CEQA requires that the EIR analyze the impacts of the project on the environment. This comment focuses on a project design feature (fencing) that is not covered by CEQA. While this is not a CEQA-related issue, the commenter will have additional opportunities to comment on project design as part of the project review and approval process.
 - 9.2 The DEIR's traffic analysis evaluates LOS impacts for 30 intersections and neighborhood-level daily traffic volume impacts for 20 segments of 7 existing roadways that would connect with the proposed roadway network within the project. In response to identified impacts, the DEIR proposes mitigation measures that address both intersection and neighborhood traffic. These mitigation measures are designed to address the nexus between the project and potential impacts.
 - 9.3 Mitigation Measure TRA-5 on page 3.16-27 of the DEIR calls for the implementation of a site-specific traffic management plan (TMP) during construction. Accordingly, the project applicant will address the specific steps to be taken before, during, and after construction to minimize effects on transportation access in the project area and nearby affected areas. This includes implementation of potential actions specified in MM TRA-5, which may include the commenter's recommendations. Additionally, site access will also be addressed through the conditions of approval regarding parking and construction, including a requirement to provide access from Village Parkway.

10. River Landing (Hayes, Hicks, Quintero, Thomas), May 19, 2017

May 19, 2017

The Honorable Christopher Cabaldon
Members of the West Sacramento City Council
Members of the West Sacramento Planning Commission
Civic Center
1110 West Capitol Avenue
West Sacramento, CA 95691

Re: Opening of South End of Lassen Street in the Residential Community of River Landing

Dear Mayor Cabaldon, Elected Members of the City Council and Members of the Planning Commission:

It has come to the attention of the homeowners of the River Landing housing subdivision that, with the near-future construction of the Liberty Homes housing development, the city plans to open the closed, south end of Lassen Street to all through traffic.

We the undersigned residents of River Landing, including Lassen Street, Sierra Road, Whitney Place, Donner Street, Shasta Way, Mojave Drive and other nearby streets, respectfully submit our appeal that you do not open Lassen Street. The minimal vehicle traffic in this development was an important factor in our purchase of these homes, and we have serious concerns about the safety and environmental hazards for the many young children and other residents here that such an opening would introduce to our community. Substantial increases in neighborhood traffic will also severely threaten the surrounding wildlife habitats, and would adversely affect our property values.

It is our understanding that traffic studies commissioned by the project proponents to assess emergency response times (for evaluation in the Environmental Impact Report) demonstrate that it is unnecessary to fully connect Lassen Street to the Liberty development. Emergency response times to the proposed development are adequately met with the other access points that are designed for higher levels of vehicular traffic, such as Stonegate or the Village Parkway Extension. Keeping through traffic on roads appropriately designed, as opposed to through residential neighborhoods, is an important design element of the Southport Framework Plan.

While we support connected neighborhoods to facilitate bicycle and pedestrian traffic and to build cohesive communities, we respectfully request that the south end of Lassen Street remains closed to additional vehicle traffic in the new development design.

We look forward to further engagement as the Liberty proposal moves forward, but wanted to bring this concern to your attention so it can be addressed early in the process.

Sincerely,

Gloria D. Hayes
foundpoem@hotmail.com
1823 Sierra Rd.

Stephen Hicks
hickstephen@gmail.com
3105 Lassen St.

Soshia Quintero
riverlandingcommuhity@gmail.com
3147 Lassen St.

Joanna Thomas
jojoyum@gmail.com
1842 Whitney Pl.

Cc: Justin Hardy, WS Planning Commission

→ 10.1

NAME	SIGNATURE	STREET NAME/ADDRESS
Brian Hayes		1823 Sierra Rd
CONSTANTIN F. ROSTI		1822 Sierra Road
CRISTINA RUSTI		1822 Sierra Rd.
JAMIE CAMERON		1828 Sierra Rd
BURTON VELCOTT		1828 Sierra Rd.
DIANA GUERRECA		1816 SIERRA RD.
SERGIO GUERRECA		1816 SIERRA RD.
KATIE DOMINGUEZ		1816 SIERRA RD.
Will Lindsey		1840 Sierra Rd
Savannah Lee ^{Garnett}		1858 Sierra Rd
Cameron Butz		1858 Sierra Rd.
TIM GARDNER		1882 SIERRA Rd
Gayna Guadalupe		1882 Sierra Rd.
SHAWN AREND		1920 SIERRA ROAD
Cheryl Arend		1920 Sierra Rd
Robert Johnson		1894 Sierra Rd.
Danielle Sage		1900 Sierra Rd
Warren Lee		1829 Sierra RD
Kim Lee		1829 Sierra Rd
Kaitlyn Miller		1870 Sierra Road
Mariano Saenz		1864 Sierra Road
Brittania Saenz		1864 Sierra Road
Tatiana Gutierrez		3123 Lassen Street

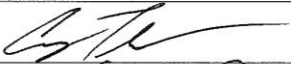
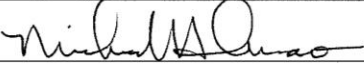
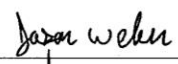



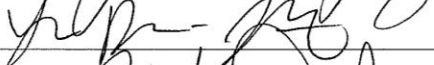

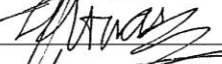
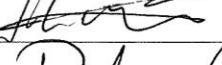
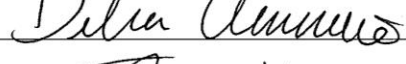
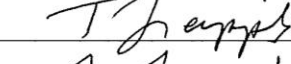

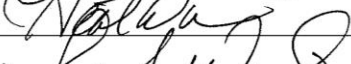
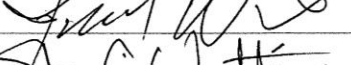
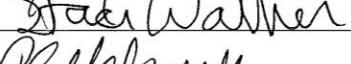
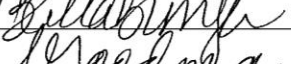
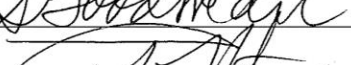

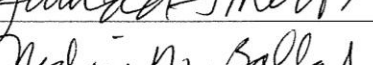
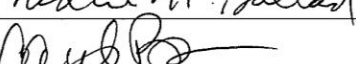

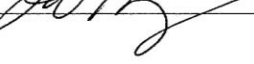
Mayor Christopher Cabaldon
 Members of the West Sacramento City Council
 Members of the West Sacramento Planning Commission

May 19, 2017

NAME	SIGNATURE	STREET NAME/ADDRESS
Paul Mason	<i>Paul Mason</i>	3093 Lassen
May Ann Colby	<i>May Ann Colby</i>	1802 Donner
Maria Colby	<i>Maria Colby</i>	1800 Donner rd.
Joe Looby	<i>Joe Looby</i>	1800 Donner rd.
DAVID CARMANY	<i>David Carmany</i>	1820 Donner Rd.
Louis Esquivel	<i>Louis Esquivel</i>	1830 Donner Rd
Michelle Gilmore	<i>Michelle Gilmore</i>	1889 Donner RD
Nicholas Hernandez	<i>Nicholas Hernandez</i>	1883 Donner R.D.
Jose Lopez	<i>Jose Lopez</i>	1877 Donner RD
Enlinda Bayona	<i>Enlinda Bayona</i>	1829
FRANK HOANG	<i>Frank Hoang</i>	1823 Donner Rd.
Hardeep Sandhu	<i>Hardeep Sandhu</i>	1817 DONNER ROAD
Adrienne Spencer	<i>Adrienne Spencer</i>	1811 Donner Rd
Robert Cheston	<i>Robert Cheston</i>	1805 DONNER Rd
Gulina Chastu	<i>Gulina Chastu</i>	1805 DONNER Rd
Bradley Smith	<i>Bradley Smith</i>	3091 Lassen st
Mellen Smith	<i>Mellen Smith</i>	3099 Lassen St
NIALL FEENEY	<i>Niall Feeny</i>	3006 SHASTA WAY
Erin Catching	<i>Erin Catching</i>	3006 Shasta Way
SARIT SINGH	<i>Sarit Singh</i>	1846 Sierra RD
Mariah Haworth	<i>Mariah Haworth</i>	3064 Mojave Dr.
Qi Lou	<i>Qi Lou</i>	3026 Mojave Dr.
Trevor Violette	<i>Trevor Violette</i>	3020 Mojave Dr




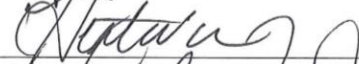
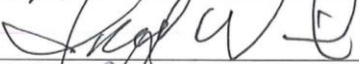
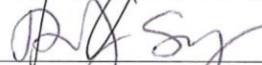



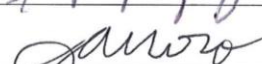
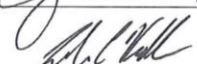
Mayor Christopher Cabaldon
 Members of the West Sacramento City Council
 Members of the West Sacramento Planning Commission

May 19, 2017

NAME	SIGNATURE	STREET NAME/ADDRESS
Craig Thomas		1842 Whitney Pl
Michael Amaro		1848 Whitney Pl
Jason Weber		1836 Whitney Pl.
Arlene Mabunga		1836 Whitney Place
ROB SPARTALIS		3159 LASSEN ST.
Alejandra Rodriguez		3153 Lassen St.
Lauren Marasigan-Quintero		3147 Lassen St.
Sasha Marasigan-Quintero		3147 LASSEN ST.
Kiet Tran		3129 Lassen St.
Jose Leticia		3123 Lassen St.
Delia Amaro		1848 Whitney Pl.
T. Laipply		1847 Sierra Rd
L. Laipply		1847 Sierra Rd
Heather Wilson		1877 Sierra Rd
Jerry Wilson		1877 Sierra Rd.
Staci Watter		1883 Sierra Rd
Bridget Mabunga		1901 SIERRA Rd.
Susan Goodman		3080 Shasta Wy
Frank Nee		3086 Shasta Way
Laura Tinetti		3092 Shasta Way
Nadine Ballard		904-718-1904
Carol Ballard		916 206-2973
Pat McArthur		916 225-6065

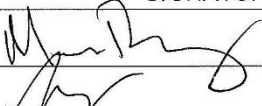
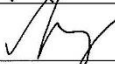


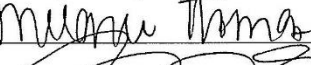

Mayor Christopher Cabaldon
 Members of the West Sacramento City Council
 Members of the West Sacramento Planning Commission

May 19, 2017

NAME	SIGNATURE	STREET NAME/ADDRESS
Gizele Criswell		3098 Shasta Way
Casey Gibson		3141 LASSEN STREET
MATT CRISWELL		3098 SHASTA WAY
HEATHER WILSON		1877 SIERRA RD.
JERRY WILSON		1877 SIERRA RD.
Rebecca Sy		3135 Lassen St.
Danielle Martin		1853 Sierra Rd
Brandon Martin		1853 Sierra Rd
Anna Gibson		3141 LASSEN ST.
Jacqueline Airosa		1889 Sierra Rd
John C. Halloran		3020 Mojave Dr.

Mayor Christopher Cabaldon
 Members of the West Sacramento City Council
 Members of the West Sacramento Planning Commission

May 19, 2017

NAME	SIGNATURE	STREET NAME/ADDRESS
MARCO RODRIGUEZ		3153 LASSEN ST. WEST SAC, CA 95691
MARK SY		7137 LASSEN ST WEST SAC CA 95691
Demetrius Wallace		3117 LASSEN 95691
Andrew Thomas		1835 Sierra Road 95691
Melanie Thomas		1835 sierra Road 95691
Jenice Thomg		1835 Sierra ¹⁸³⁵ Sierra rd

10.1 The purpose of an EIR is to analyze the physical impacts of a project on the environment (see, Pub. Res. Code sec. 21082.2). Economic and social impacts of a proposed project, by themselves, are not treated as significant impacts on the environment. Nonetheless, to the extent that a perceived diminution in property values would be caused by or result in a degradation of the physical environment, the Draft EIR analyzes those impacts. In particular, effects related to traffic, including safety, are evaluated in Chapter 3.16, Transportation/Traffic. In addition, wildlife habitat impacts are addressed in Chapter 3.4, Biological Resources, and hazardous materials are addressed in Chapter 3.8, Hazards and Hazardous Materials.

Furthermore, while the Lassen Street connection may not be essential for emergency access, it is consistent with General Plan Policy M-1.9, which states, “The City shall strive to eliminate roadway, bikeway, and pedestrian way gaps between neighborhoods and districts to create a completely connected city.” The Lassen Street connection is also consistent with General Plan Policy M-3.8, which states, “The City shall preserve and continue to promote grid-based roadway systems, where appropriate, that distribute traffic evenly and avoids excessive traffic in any given area.” The DEIR cites these policies as reasons to reject a “Limited Local Street Connections” alternative as infeasible because they would be inconsistent with the City's General Plan.

11. Harriet Lai Ross & Geoffrey Ross, October 1, 2017

10/1/2017

•••

Harriet Lai Ross & Geoffrey Ross
1951 Trinity Way
West Sacramento, CA 95691

Mr. Justin Hardy
Senior Planner, City of West Sacramento
1110 West Capitol Avenue
West Sacramento, CA 95691

Re: Liberty Specific Plan EIR

Mr. Hardy,

Thank you for the opportunity to provide comments on the Draft Liberty Specific Plan Environmental Impact Report (EIR). Based on the Draft, our primary concerns remain the increases in traffic within existing neighborhoods and the projects linkages to the Town Center, adjacent schools (River City High School and Our Lady of Grace School), and the Clarksburg Regional Trail.

Recommended changes to mitigation measures include:

- | | | |
|----------|--|-----------------|
| TRA 6b - | The current mitigation states: “the project applicant shall construct an ADA accessible sidewalk on the south side of Linden Road for approximately 75 feet, completing the connection between the Clarksburg Branch Pedestrian and Bike Trail and the entrance to River City High School;” The mitigation should further require that “the project applicant shall be required to construct an ADA accessible sidewalk on the north side of Linden Road from Stonegate to immediately west of the Clarksburg Branch Pedestrian and Bike Trail fronting the Our Lady of Grace Elementary School connecting to the existing sidewalk that dead ends on the parcel boundary of the Town Center.” | } → 11.1 |
| | The mitigation measure should further state: “all project improvements along Linden shall be constructed prior to the initiation of project construction to minimize conflicts between pedestrians, bikes, and vehicles as a result of increased vehicle traffic associated with construction of the project.” | } → 11.2 |
| TRA 1b - | The language for this section should state: “The City will cap issuance of building permits at 599 units until a neighborhood traffic analysis is completed and mitigation measures associated with the analysis are implemented or fully | } → 11.3 |

1951 Trinity Way



funded to the satisfaction of the City Traffic Engineer.” The emphasis should be to ensure all mitigation measures are “fully” funded.

11.3

Furthermore, the language in this section pertaining to the requirement for “analysis” should be more explicit, stating that it pertains to the entire length of the identified impacted streets. “This analysis must include a traffic incident, speed, and traffic volume survey of *the entirety* of Mojave Drive, Trinity Way, Stonegate Drive, Colusa Road, and adjacent local neighborhood streets as required the satisfaction of the City Traffic Engineer at the time of the survey.” This additional language will avoid any confusion regarding the intent of the analysis since not all sections of these streets were identified within the assumptions noted within Figures 3.16-4 and 3.16-5. Any ambiguity could lead to a faulty assumption such as impacts for the section of Trinity Way between Mojave and Stonegate not being considered. Given there are two new points of access to the project intersecting at the eastern portion of that section of road there is a high probability for impacts that need to be fully identified and analyzed.

11.4

The fact that the current Draft EIR has mitigation measures for the current neighborhoods and along Linden reinforces the project applicants goal that the majority of trips should utilize Village Parkway and Stonegate, however, given the impact to Linden the Draft EIR is surprisingly silent about improvements for Lake Washington between Village Parkway and Stonegate which would serve as a primary alternate to traffic along Linden. Lake Washington serves as the primary alternative to Linden for anyone in the project area seeking to travel east-west beyond the schools and the Town Center. The section of Lake Washington between Village Parkway and Stonegate has been designed for expansion, yet such expansion has not been discussed in the current document. Throughout the Draft EIR the project applicant is required to pay their fair-share for facility improvements, it would be helpful to know if Lake Washington was also considered for such fair-share mitigation contributions?

11.5

As a homeowner on Trinity Way, the Liberty Specific Plan will have a significant impact on our family and neighbors. Two direct connections from the Liberty Specific Plan to our neighborhood will be made on Mojave Drive and on Trinity Way. It is our belief that if the recommended changes to the mitigation measures listed above are fully implemented that the Liberty Project will live up to its full potential and minimize any negative impacts to the existing neighborhood and its residents.

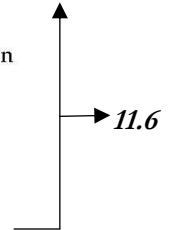
In addition, as we have included in our comment letter to the NOP back in June 2016, it is not clear if the proposed Liberty Specific Plan would result in more or less housing units when compared to the currently Adopted General Plan and Zoning, as well as the existing Southport Framework Plan and the SACOG Blueprint. It appears that much more rural residential and low density residential units are included under these adopted plans than Liberty. The EIR should also compare what would be built out under the adopted plans and under the proposed

11.6

1951 Trinity Way



Liberty Specific Plan. These plans were adopted based on a shared community vision and economic assumptions. Do the recent market studies show that the City of West Sacramento can support nearly 1,000 additional medium/high density units (e.g., condominiums, triplexes, duplexes, paseos, and alley homes) this far away from existing services, freeway and transit access? These uses would make more sense to be located further north, along Jefferson Boulevard, where there are undeveloped lots that cannot support the previously anticipated retail uses. We would appreciate a response to these comments specifically.



Thank you for your time,

Harriet Lai Ross & Geoffrey Ross

Harriet Lai Ross & Geoffrey Ross • 3

-
- 11.1 Based on the DEIR analysis, there is not a direct nexus between the commenter’s suggested improvements on the north side of Linden Road and development anticipated under the Liberty Specific Plan. Accordingly, the suggested revision to Mitigation Measure TRA-6b is not warranted by the project.
- 11.2 Improvements generally occur as the impacts requiring the particular mitigation are triggered. In this instance, because of the nexus between project-related impacts and the need for the improvements, the sidewalk improvements will be constructed as part of the overall construction of the project, in advance of project occupancy, where the use of the facilities trigger the impact.
- 11.3 As described in the DEIR, TRA-1b states that the mitigation measure shall be “adequately funded to the satisfaction of the City Traffic Engineer.” This language provides sufficient assurance that the measure will be implemented.
- 11.4 As written, Mitigation Measure TRA-1b provides sufficient clarity concerning the nature of the required analysis, with deference to the City Traffic Engineer to determine how the traffic incident, speed, and traffic volume surveys are conducted. There is no need to add the specification requested by the commenter.
- 11.5 As shown in Table 3.16-8, the intersection-level operations along Lake Washington Boulevard would result in a less than significant impact because the levels of service are already below standards (see, DEIR at p. 3.16-17). According to the DEIR traffic analysis, with programmed improvements, intersection operations (both LOS and delay) will actually improve at the Lake Washington Boulevard intersections with Jefferson Boulevard and Stonegate Drive. The applicant will pay the “fair share” into the Transportation Impact Fee program to help fund the programmed improvements, as identified in the City’s Capital Improvement Program (CIP). Comment noted.
- 11.6 The Liberty Project would be limited to approximately 1,503 dwelling units. According to the Framework Plan, the Northeast Village (of which Liberty is a part) had the capacity to accommodate approximately 6,500 new units. Given the percentage of developable land represented by the Liberty project and the land uses proposed in the Northeast Village, the 1,503 units proposed is quantitatively consistent with the assumptions of the Framework Plan adopted over 20 years ago. Furthermore, the proposed distribution of uses is consistent with the mobility policies of the General Plan, the Southport Framework Plan, and SACOG’s Blueprint.
- 11.7 The comments concerning the market viability of the proposed mix of units address social impacts and do not raise any issues pertaining to the environmental analysis provided in the DEIR. No further response is necessary.

12. Anthony Serra, September 2, 2017

COMMENT SERRA1: AES-1

Impact AES-1, judged as significant and unavoidable has not been judged sufficiently from the perspective of the residents of the existing newer developments. It is incorrect to assume, as the judgement does. that

“Residents and other viewers in newer, less established suburban areas may tolerate such conversions, even though they may not want to lose visual access to adjacent undeveloped lands.” (3.1-16, paragraph 2).

The LSP has tried to make appeasements to the rural residents as mentioned in section 3.1-15 paragraph 4:

“The LSP also specifies that low-density residential estate lots bordering rural residential land uses along Davis Road are proposed with a rear setback, 6-foot fencing, and trees planted to reduce building visibility.”

→ 12.1

The newer suburban areas have been in place for 10, 15 or more years and many homes are not owned by the original buyers. A large population of the current owners bought into the existing developments after the previous developers had abandoned the in-process developments, and thus were buying into the existing state of the residences and neighborhoods as-is with no expectation of additional build-out. These are established neighborhoods that should be subject to the same considerations as the rural residences.

Suggestion for improvement: Provide the same consideration to all existing residences equally. Specific impacts to the areas highlighted red in the image. This can be achieved with minimum impact by including a greenbelt, larger setbacks and 6’ fencing between the new homes and the established residences.



Liberty Specific Plan DEIR Comments: Anthony Serra – aserra@sbcglobal.net

COMMENT SERRA2: AQ-2,4

Impact AQ-2 & AQ-4 clearly indicates that emissions during construction (specifically PM10) especially during phase 1 are expected to exceed local thresholds, even if suggested mitigating measures are implemented. As these are specifically recognized pollutants that

“may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems.” (3.3-8 paragraph 7)

This is specifically concerned based on the statement in 3.3-11 paragraph 3,

“The LSP area ... is located adjacent to single family residential land uses. Impacts on existing and new receptors associated with the LSP must be carefully evaluated.”

As indicated in section 3.3-29 paragraph 6, “a quantitative analysis of the potential health risk impacts is not possible”

This situation, wherein a clear health risk is identified to a specific population but is not quantified and mitigated, is a fundamental problem that must be addressed such that the expected pollutant levels are below before the project can be allowed to proceed. The nearby residences are occupied by families with young children and senior citizens that fall into the sensitive receptors category.

→ 12.2

Suggestions for improvement:

1. Provide physical separation between the development and the existing residences. Similar to comment SERRA1, the most impacted areas will be those highlighted in RED.
2. Break the project into smaller phases so that daily emissions are reduced and start with development geographically separated from the existing residences, so that in-process monitoring can confirm the emissions levels are sufficiently reduced before construction in areas at higher impact for pollution is allowed to proceed.



Liberty Specific Plan DEIR Comments: Anthony Serra – aserra@sbcglobal.net

COMMENT SERRA3: BIO

The Biological Resources evaluation does not take into account the behaviors of the current wildlife residing in the area during construction. There must be mitigating measures put in place to ensure that these animals are not driven into the existing neighborhoods and residences. This will be a significant environmental impact to the existing residences if the species named in the report need to be eradicated from their homes and property. As a current resident I can confirm that all of the animals named below regularly reside in the open area designated in the LSP phase 1 plan:

- Western rattlesnake
- California vole
- Western harvest mouse
- Coyote
- Striped skunk

Suggestions for improvement: Incorporate a pest management plan to the construction phase. In addition, similarly to comment SERRA1 a physical separation in space from the existing residences will help mitigate the impact.

→ 12.3

COMMENT SERRA4: WQ8

WQ-8 concludes a less than significant impact that the LSP would have impeding or redirecting flood flows. This is judged on the basis that the LSP is not located on a defined floodway area, and essentially the entire region would be “inundated” in the case of a flood.

The study logically notes however, that paving the majority of the LSP area (and adding densely placed structures) will worsen the flood impact for the surrounding areas, in the case of a smaller flood event.

“The magnitude of a 1-year flow event could be factors of 10 times greater if substantial portions of LSP are paved and no BMPs are implemented.” (3.9-28 paragraph 3)

It is not then consistent to conclude that there would be no significant impact from a larger flood event. This must be examined more thoroughly and mitigating measures in place before the project can be approved, since the potential impact is so significant to the region and because the 200-year flood protection is still multiple years from realization.

→ 12.4

COMMENT SERRA5: NOI-4

Impact NOI-4 indicates an unavoidable impact in ambient noise levels during construction, “since construction is expected to occur in close proximity to off-site noise sensitive land uses (e.g. within 10–25 feet of residential property lines)” (3.12-30 paragraph 5).

Suggestions for improvement: Similar to comment SERRA1, a physical separation in space from the existing residences will help mitigate the impact.

→ 12.5

COMMENT SERRA6: PS

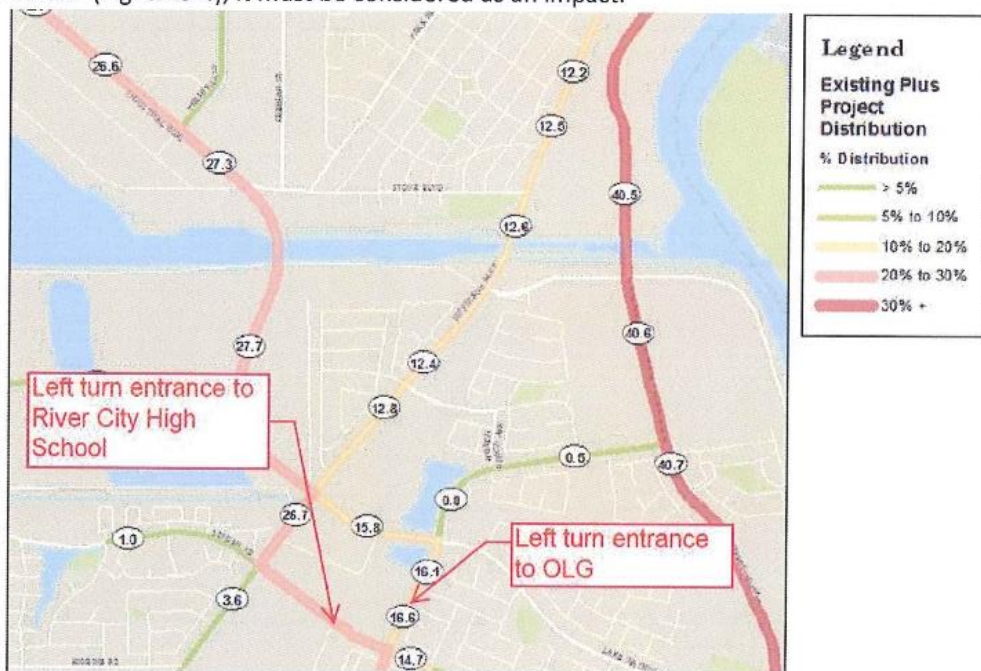
The increase in theft or burglary that occurs during the construction of a new development has not been adequately considered or mitigated. For example, raw materials that are in open construction sites are a natural draw for theft. If a private security force is retained for the construction site, this tends to push the thefts into the immediately surrounding areas once those criminals find that the main target is protected. This has been evident in similar build-outs and infills in the region, for example in Natomas, and needs additional consideration for the impact and mitigation measures for the local area.

→ 12.6

COMMENT SERRA7: TRA-1

Impact TRA-1 is indicated as less than significant with mitigation, however this is predicated on the basis that the major intersections highlighted in table 3.16-4 already operate at an unsatisfactory LOS. This is a critical issue that impacts the entire area and the safety, well-being and general plan of the entire community.

- The estimate amount of Peak Hour trips appears significantly low compared to the demographic of the current residents, which can fundamentally change the outcome of the analysis. A vast majority of the current residents are multiple car households with multiple peak time commuters. To verify these estimates are representative, they should be compared against similarly calculated estimates for the current nearby sub-developments and the measured data for peak hour trips. This will serve to verify that the average data tables used are appropriate for this specific case.
- There appears to be inadequate consideration for the traffic that occurs especially at peak hours due to the vehicles entering and exiting River City High School grounds (Raider Ln) from Linden Rd. and vehicles entering and exiting Our Lady Grace School from Stonegate Dr., which already causes a significant traffic delay. As this route is simulated to be up to 30% of the traffic exiting the LSP (Fig. 3.16-4), it must be considered as an impact.



These unsatisfactory conditions must be addressed before additional traffic volume is added. If these issues are not addressed, the models used for estimating the future LOS will not be accurate and drivers will be forced to continue to look for different routes and means to reduce their waiting times. This will cause more unexpected congestion and danger on unanticipated routes in and out of the LSP area.

Suggestion for improvement: Revise calculations once models are verified against existing use, and implement traffic expansions and improvements prior to approving additional building permits.

Liberty Specific Plan DEIR Comments: Anthony Serra – aserra@sbcglobal.net

→ 12.7

COMMENT SERRA8: UT-2

Impact UT-2 indicates that the water infrastructure must be updated or expanded in order to support the existing projected population increases, but indicates no mitigation is necessary.

Suggested mitigation: Do not issue building permits until necessary expansion is completed.

→ 12.8

Liberty Specific Plan DEIR Comments: Anthony Serra – aserra@sbcglobal.net

-
- 12.1 The DEIR's distinction between the visual effects on long-established rural areas and the more recently developed suburban neighborhoods does not affect the CEQA significance conclusion under Impact AES-1 (significant and unavoidable). As described in the LSP, new residential areas adjacent to existing residential areas will be separated by typical 6-foot residential wood fences, with rear yards abutting existing rear yards. As with other fencing described in the LSP, these are community design features, not mitigation measures.
- 12.2 Mitigation Measure AQ-2a discusses the requirement for all equipment over 50 HP and operating more than 20 hours over the life of the project are required to operate at an EPA approved Tier 4 or newer engine. Measure AQ-2b discusses methods to implement dust control measures. These are best practices to reduce emissions and dust control. Additionally, air quality measures that are identified in the EIR air quality section address that all construction projects must abide by Yolo Solano Air Quality Management District rules adopted to reduce emissions throughout the region. Section 3.3.1 lists all the relevant rules. The project is designed and proposed to develop in phases starting at the north and working in a southerly direction. This provides for the logical extension of the infrastructure needed to serve the southern portion of the project. The existing developed properties to the north would in the future be screened and buffered from Phase II and III by Phase I. This comment proposes that construction emissions could be reduced by constructing the project in smaller phases. Grading and construction in smaller phases would tend to lengthen the period of project construction and result in greater impacts in other areas, such as noise from construction affecting offsite uses. It is not feasible to provide additional physical separation between construction activity on the project site and adjacent existing residences, the result of which would be an undeveloped strip of land separating the project at its circumference.
- 12.3 CEQA requires that impacts to special status species and sensitive habitats from the project be analyzed in the DEIR. Section 3.4 of the DEIR (Biological Resources) identifies those species and habitats (see pp. 3.4-13 to 3.4-23) and requires the applicant to comply with all state and local mitigation ordinances. This includes the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP), which the City adopted following publication of the LSP DEIR, enabling permits for incidental takings to utilize the HCP/NCCP. Of the species listed in Table 3.4-2 (Special-Status Wildlife Species Identified as Potentially Occurring in or near the LSP Study Area), seven that are identified as moderate to high in potential occurrence in the project area are eligible. The applicant will be required to pay Yolo HCP/NCCP fees prior to commencement of construction.
- 12.4 Impact WQ-8 analyzes the potential impact associated with placement of structures within the 100-year floodplain as defined by FEMA. As described in the discussion of Impact WQ-8, the project site is not within a defined floodway or within the 100-year floodplain and development of the project site does not have the potential to raise floodwater elevations within designated floodways, due to the fact that drainage and stormwater retention features will be implemented as part of the project. The commenter accurately describes the conclusion of Impact WQ-8, but proceeds to invoke discussion from elsewhere in the DEIR (e.g., under Impact WQ-1) that are not relevant to Impact WQ-8. This includes a reference to the City's efforts to implement projects that will ultimately provide 200-year flood protection, as discussed in the DEIR under Impact WQ-7.

Partly in response to the commenter's suggestion, the City has further reviewed Impact WQ-7 and determined that further examination and additional mitigation are, indeed, warranted. Accordingly, the City has updated the significance conclusion under Impact WQ-7 from "less than significant with mitigation" to "significant and unavoidable." In doing so, the City acknowledges that the projects that will provide 200-year protection may not be completed prior to the commencement of development in the LSP Area. Along with the change in the Impact WQ-7 discussion, the City has modified the discussion of Mitigation Measure WQ-7 (now WQ-7a) to add payment of an in-lieu fee to support flood protection projects as an alternative to deferring development until the 200-year protection is provided. Furthermore, the City has added Mitigation Measure WQ-7b, which establishes requirements for notification of potential flooding and flood protection projects and adds provisions to ensure that new development is

consistent with various standards. The updated WQ-7 impact and mitigation language is included in this FEIR in Chapter 3 (Errata), starting on page 3-6.

- 12.5 The City's Zoning Ordinance has noise standards (Section 17.32) that are applied to projects throughout the city; these standards will apply to development under the Liberty Specific Plan. In addition, per Mitigation Measure NOI-1a, the developers within the Specific Plan Area will be required to prepare an implement construction noise control plans to ensure that noise levels during construction will be reduced to the extent feasible as discussed in Section 3.12 Noise Analysis. The City will review and approve such plans prior to commencement of construction.
- 12.6 Construction site security is not a CEQA consideration but may be discussed as part of the project review and approval process. Comment noted.
- 12.7 The project traffic model has been calibrated to account for existing traffic volumes and movements. No further refinements are necessary to confirm the model's validity. The traffic analysis prepared for the Draft EIR is consistent with the City's 2006 Traffic Impact Guidelines, and existing traffic volumes were determined on the basis of physical traffic surveys conducted in May 2013 and September 2014. These surveys were taken on weekdays, while local schools were in session. Project trip generation was determined on the basis of accepted methodology (i.e., application of the trip generation rates set forth in the ITE Trip Generation Manual).

The analysis of existing traffic levels includes analysis of trips and turn movements associated with River City High School and Our Lady Grace School, and project impacts are measured against these existing traffic levels.

- 12.8 The language immediately following Impact UT-2 on page 3.17-13 of the DEIR is posing the question of whether an impact exists rather than stating that a new water or wastewater treatment facility is required. The existing water treatment plant has adequate treatment capacity and would not require expansion as a result of Project development, so no mitigation is necessary. The City has sufficient water rights and treatment capacity to accommodate the Liberty Project. As described in Impact UT-2, the City has programs in place to assure that adequate water supply infrastructure will be funded and constructed as needed to serve new and existing development in the city. Project development will include the construction of necessary infrastructure to provide water to future residents of the project. Construction of (or security for) water supply improvements will be required prior to approval of final subdivision maps within the project site, and water improvements will be constructed prior to issuance of building permits for the portion of the project in question.

13. Janice Whitaker, August 30, 2017

From: Janice Whitaker
To: [Hardy, Justin](#)
Subject: Support for Liberty Development
Date: Wednesday, August 30, 2017 10:50:59 PM

Hello Justin,

I am writing in support of the Liberty Development. West Sacramento needs more development to bring it up to suburban standards. West Sacramento is the last area near downtown Sacramento that hasn't been developed. It is a jewel in the rough.

We need more home development to drive commercial development to keep our sales tax dollars supporting West Sacramento, not Natomas or Arden where I have to go for shopping beyond groceries or pharmacies. It is frustrating to see my sales tax dollars supporting those towns instead of my own, however West Sacramento doesn't have many big box stores, especially in the southern end of West Sacramento. We need stores like Best Buy, Clothing Stores, PetSmart, Staples, JoAnns, a theatre and restaurants. More options will invite a more vibrant community, generating tax revenue to support our schools, infrastructure and community activities. With its close proximity to downtown, West Sacramento invites a generation who wants accessibility with convenience and walkability.

→ 13.1

I welcome this development to make West Sacramento a better place to live, work and play.

Sincerely,

Janice Whitaker
3319 San Vicente Rd
West Sacramento, CA 95691
Ph: 916-260-1226
janicewhitaker@outlook.com

13.1 This comment does not raise any concerns with the DEIR's environmental analysis, so no response is necessary.

14. Yolo-Solano Air Quality Management District (YSAQMD), September 21, 2017



YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT

September 21, 2017

Mr. Justin Hardy, Senior Planner
City of West Sacramento
Community Development Department
1110 West Capitol Avenue, 2nd Floor
West Sacramento, CA 95691

RECEIVED

SEP 22 2017

COMMUNITY DEVELOPMENT
DEPARTMENT

Dear Mr. Hardy:

The Yolo-Solano Air Quality Management District (District) received the Draft Environmental Impact Report for the City of West Sacramento's Liberty Specific Plan project (project). The District has reviewed the document and has the following comments.

1. Mitigation Measure AQ-2c on page 3.3-24 of the EIR specifies that carpooling and the use of alternative transportation modes will be encouraged for construction workers during the construction period. While the District agrees that carpooling and alternative transportation can reduce emissions from motor vehicles, the District does not consider Mitigation Measure AQ-2c enforceable as written. This mitigation measure does not include any specific actions that will be taken to encourage either carpooling or alternative transportation modes. Instead, Mitigation Measure AQ-2c states that "these actions may be encouraged". The District recommends more direct language that will specify what will be done in this regard to increase carpooling and the utilization of alternative transportation since the language in this measure does not actually commit to any actions. → 14.1
2. In the discussion of Impact AQ-2 on page 3.3-26 of the EIR, several features of the project are highlighted that will have the effect of reducing operational emissions. One of these features is the pre-wiring of all garages in the project for electric vehicle charging. The District believes that this feature will encourage the use of, and ownership of, electric vehicles. However, since the project will also include uses other than residential, such as retail commercial uses, the District would encourage electric vehicle infrastructure to be included throughout the project. This could take the form of electric vehicle charging stations at commercial parking lots and public spaces such as parks and schools. → 14.2

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3. The EIR states that “Wood burning stoves and fireplaces were assumed to be prohibited for all new development under the LSP per YSAQMD Rule 2.40, Wood Burning Appliances, and were not included in the CalEEMod model”. The District would like to point out that District Rule 2.40 does prohibit fireplaces, but does not prohibit wood burning stoves. Rule 2.40 requires all newly installed wood burning appliances and wood stoves meet the latest EPA Phase II requirements. Consequently, over time the residences at the LSP could contribute PM as some homes install and use woodburning appliances not prohibited by Rule 2.40.

→ 14.3

4. Appendix B of the document shows outputs from the CalEEMod emissions modeling software used to calculate the construction and operational air quality impacts of the project. Table 2.1 – Overall Construction (Maximum Daily Emissions) shows both unmitigated and mitigated project emissions for 2019. The fugitive PM10 emissions shown in Table 2.1 appear to be identical between the unmitigated and mitigated scenarios. The District suggest that this be modified to incorporate the mitigation measures described in the air quality section of the EIR and revise the mitigated amount of fugitive PM10 in Table 2.1.

→ 14.4

5. Table 2.2 – Overall Operational Emissions of Appendix B of the document indicates that there will be over 4,043 pounds per day of fugitive PM10 generated by mobile sources within the LSP. While this seems to be a very high number, the District recognizes that this may be due to a defect in the CalEEMod software program and would overestimate the true impact of the project.

→ 14.5

6. The transportation features described in the EIR for the LSP, such as a grid system of streets and an integrated bike and trail system connecting the LSP to surrounding neighborhoods is consistent with District and regional goals and objectives in reducing criteria emissions from mobile sources.

→ 14.6

The District appreciates the opportunity to comment on the DEIR for this project. If you have any questions about the comments included in this letter, please feel free to contact me at 530-757-3668 or email me at mjones@ysaqmd.org.

Sincerely,



Matthew Jones
Planning Manager, YSAQMD

-
- 14.1 Mitigation Measure AQ-2c has been revised to call for the implementation of a program that requires that the applicant encourage the use of carpooling, vanpooling, and alternative transit to reduce construction-related trips, but it only suggests the means by which the applicant will do so (see errata discussion starting on page 3-4). This is an appropriate deferral of specification of methods, given uncertainty about what trip-reduction solutions might be available when construction begins. For instance, in 2018, the City initiated the Via On-Demand Rideshare Program, a “microtransit” service that provides curb-to-curb services, including to the Southport area. This would be a candidate to minimize construction-related trips associated with the project.
- 14.2 The Specific Plan mentions charging stations at commercial centers as well as in residences under Section 6 (Mobility). Under Section 2 Goal B, of the Specific Plan, the discussion further adds locations for Yolo Bus routes and stops. Also, Section 9 (Development Standards) under heading D additionally includes charging stations and possible amenities to be added.
- 14.3 While YSAQMD policies do permit wood burning stoves, most modern homes only offer gas or electric fireplaces as an option. While some homeowners could convert to EPA-approved wood-burning stoves, it is not possible to estimate how many conversions might occur.
- 14.4 Dust control measures (watering 2x per day) are included as part of the project as a mitigation measure as stated in AQ-2b. Consequently, the emissions presented as “unmitigated” include the effects of the watering. The emissions presented as “mitigated” include the effects of the Tier 3 mitigation measure, which is why there are slight differences between mitigated and unmitigated due to the effects of Tier 3 to exhaust emissions.
- 14.5 The District is correct that there is a defect in the CalEEMod version 2016.3.1 used in the emissions analysis. The defect results in elevated entrained PM10/PM2.5 emissions from mobile sources traveling over paved/unpaved roadway surfaces. The emissions modeling used in the analysis assumed default CalEEMod assumptions for paved and unpaved road characteristics. The default road assumptions used in the CalEEMod emissions analysis represents a worst-case and assumes a higher percentage of unpaved roads than would actually exist in the Specific Plan area, as the Specific Plan area is urban with pre-existing paved roads, and it is expected that almost 100 percent of the roads would be paved in the Specific Plan area compared to the 94 percent paved road assumption used in the analysis. If the emissions analysis were to assume 100 percent paved roads, the result would be lower fugitive PM emissions than reported in the EIR.
- 14.6 This comment does not raise any concerns with the DEIR’s environmental analysis, so no response is necessary.

CHAPTER 3. ERRATA

A. INTRODUCTION

CEQA Guidelines Section 15132 provides that a Final EIR must include, among other things, the Draft EIR (DEIR) or a revision of the draft. This chapter identifies the text changes that have been made to the DEIR. The changes are arranged by the chapter or section of the DEIR in which they are found and referenced by page number. For the reader's convenience, the changes are presented in the context of the paragraph in which they are found. Additions are shown as underlined text; deletions are shown as strikethroughs.

The revisions made by the Final EIR in this section are intended to reflect the streamlining provisions of CEQA for projects consistent with the General Plan, and do not raise substantive changes that would rise to the level of "significant new information" requiring recirculation. Under section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the DEIR for public review but prior to certification of the FEIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (CEQA Guidelines, § 15088.5.)

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is "not intend[ed] to promote endless rounds of revision and recirculation of EIRs." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) "Recirculation was intended to be an exception, rather than the general rule." (*Ibid.*)

Here, the changes to the Draft EIR offer clarifying information to the reader, remedy typographical mistakes, and do not result in an exacerbation of existing impacts or creation of new impacts.

B. TEXT CHANGES

Sections ES.2 and 2.3 Project Overview

The Project Characteristics description in the Executive Summary (ES.2.2) and the Project Overview in Section 2 (Project Description) have identical paragraphs referring to a proposed K-8 school. While the Liberty Project Area envelops a property owned by the Washington Unified School District, no school will be developed as part of the project. The description has been modified as follows:

The LSP proposes 1,503 low-, medium-, and high-density residences, including single-family detached, single-family attached, and multi-family residences. The project would also include a pedestrian-friendly 2.8-acre centrally located recreation area (The Commons) that would contain private recreational amenities, an adjacent neighborhood commercial site with up to 10,000 square feet, and a proposed bus stop on Liberty Drive. The LSP would create parks and greenbelts as shown on Table ES-1 and Figure 2-5. ~~A K-8 school is proposed between The Commons and Village Parkway.~~ The LSP also provides for a public roadway circulation system and the installation of backbone infrastructure/utilities.

Section 2.4: Project Components

The characterization of a potential school site and school being a component of the project is inaccurate. The property discussed is owned by the Washington Unified School District and is not part of the project. Any plans for the development of the property would be the responsibility of the District, not the Liberty applicant. Accordingly, Section 2.4.3 (K-8 School Site) has been deleted from the EIR.

~~2.4.3 K-8 School Site~~

~~Following WSAFCA's partial acquisition of a Washington Unified School District (WUSD) owned parcel within the LSP area to allow the Southport levee improvement project to proceed, the project proponent entered into a memorandum of understanding (MOU) with WUSD to facilitate a land swap, leading to identification of the 17.0 gross acre (16.4 net/net acre) school site between The Commons and Village Parkway that has become part of the LSP (Figure 2-5, Site Plan).~~

~~The proposed school would comprise approximately 40 classrooms; a multipurpose building housing a cafeteria, media center, library, and fitness center; an administration building; and age-appropriate playgrounds/playfields.~~

The first paragraph of the Project Phasing and Schedule description (Section 2.4.8) has also been revised to remove the reference to the school as part of the project phasing.

2.4.8 Project Phasing and Schedule

The applicant anticipates development of the LSP project to occur in three phases as shown in Figure 2-6, beginning with Phase 1 in the northeast portion, followed by Phase 2 in the west and Phase 3 in the south. Phase 1 would generally encompass the area north of Liberty Drive except for a few parcels as shown in Figure 2-6. A combination of single-family detached home sites and estate lots totaling 461 dwelling units would be built. This phase would entail construction of The Commons private clubhouse with pool, neighborhood commercial and office space, various neighborhood parks and greenbelts/trails, ~~the K-8 school~~, and the Sports and Recreation Complex.

Section 2.5: Required Approvals

The list of approvals covered by the EIR has been updated to eliminate references to the Architectural Pattern Books, which will not be adopted by the City Council (as envisioned in early versions of the LSP), as well as to the conditional use permit for the Seniors/Apartments/Condos, which will not be required. References to other actions not directly related to adoption of the LSP have also been removed.

- General Plan Amendment
- Southport Framework Plan Amendment
- ~~West Sacramento Parks Master Plan Amendment~~
- ~~Conditional Use Permit for Seniors/Apartments/Condos~~

- Adoption of the Liberty Specific Plan by ~~ordinance resolution~~ of the City Council.
- ~~Adoption of the Architectural Pattern Book for Phase 1 by resolution of the City Council~~
- ~~Adoption of Phase 2 and Phase 3 Architectural Pattern Books~~
- ~~Vesting Vested Master~~ Tentative ~~Traet~~ Subdivision Map
- ~~Vested Tentative Traet Map (“B” Map or Small Lot Map)~~
- Development Agreement
- ~~Liberty Water Supply Assessment~~
- ~~Liberty Sewer Master Plan~~
- ~~Liberty Master Drainage Plan~~
- ~~Final Maps Development/Architectural Approvals for Estate Lots~~
- ~~Updates to City’s Water, Sewer, Stormwater/Storm Drainage Plans.~~

The Liberty Specific Plan will pay fair share towards the development of these aforementioned updated Plans.

Section 3.1: Aesthetics

The discussion of Impact AES-3 in the first new paragraph on page 3.1-17 has been revised as follows:

In the LSP area, new sources of exterior lighting will include street and trail lighting and lighting associated with commercial and recreational uses, including the proposed Sports Complex, which will have LED-lighted ballfields and play areas. Exterior lighting that is not properly shielded can result in backscatter that can negatively affect views of the nighttime sky by increasing ambient light glow. Improper shielding can also result in light trespass when light spills over and unintentionally lights other properties. The LSP states that exterior lighting in the LSP area would use pole heights that respect the pedestrian scale and would not exceed the maximum height desired for an area, and that greenbelts/trails would be lit in an understated fashion, using bollards where feasible and appropriate. The greatest potential for light spillover onto adjacent properties is associated with the Sports Complex, but the precise nature of such spillover is not known because the complex has been planned only at a conceptual level. The complex will be subject to project-level planning, programming, and design prior to construction, a process that will require project-level environmental review.

Mitigation Measure AES-3a starting on page 3.1-17 has been revised as follows:

Mitigation Measure AES-3a: Apply minimum lighting standards

Development within the LSP shall minimize the impacts of artificial lighting. An interior and exterior lighting policy that achieves the following will be implemented for all new buildings except for residential structures.

- Building design will be required to include low-intensity interior safety lighting rather than standard interior safety lighting after business hours, thereby decreasing the intensity of interior safety lighting.
- Use of interior lights to ensure building safety and security will be allowed, but the unnecessary overuse of interior nighttime lighting will be prevented by requiring that interior spaces implement a “lights-off” policy. This practice requires that all non-safety or security lighting

- (such as in offices and hallways) be turned off at night after business hours. This may be accomplished by installing programmable automatic motion sensor lighting.
- Use of harsh mercury vapor or low-pressure sodium bulbs will be prohibited.
 - All artificial outdoor lighting will be limited to safety and security requirements, designed using Illuminating Engineering Society's design guidelines, and in compliance with International Dark-Sky Association-approved fixtures. All lighting will be designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward objects requiring illumination. Accordingly, lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties, open spaces, or backscatter into the nighttime sky. The lowest allowable wattage will be used for all lighted areas, and the number of nighttime lights needed to light an area will be minimized to the extent possible to ensure that spaces are not unnecessarily over-lit. Light fixtures will have non-glare finishes that will not cause reflective daytime glare. Lighting will be designed for energy efficiency and will have daylight sensors or be timed with an on/off program. Lights will provide good color rendering with natural light qualities with the minimum intensity feasible for security, safety, and personnel access. Lighting, including light color rendering and fixture types, will be designed to be aesthetically pleasing.
 - LED lighting will avoid the use of BRWL lamps and use a correlated color temperature that is no higher than 3,000 degrees Kelvin, consistent with the International Dark-Sky Association's Fixture Seal of Approval program (International Dark-Sky Association 2010a, 2010b, 2015). In addition, LED lights will use shielding to ensure that nuisance glare and light spill do not affect sensitive residential viewers. The height of street lights will be assessed to ensure that light trespass affecting residences is limited. If necessary, street lights will be lowered to adjust for the increase in lighting area provided by LED replacement lighting. New LED lighting will be similarly designed using appropriate heights.
 - In conjunction with the project-level planning, programming, design, and construction of the Sports Complex, the City shall require further evaluation of the potential light and glare effects on adjacent properties. As necessary, the City will require additional mitigation to reduce these effects. This could include construction of a taller sound wall and the installation of denser evergreen landscaping along the northern property line of the Sports Complex adjacent to residential uses.

Technologies to reduce light pollution evolve over time and design measures that are currently available may help but may not be the most effective means of controlling light pollution once the project is designed. Therefore, all design measures used to reduce light pollution will employ the technologies available at the time of project design to allow for the highest feasible reduction in light pollution.

Section 3.3: Air Quality

The fourth paragraph in the description of Impact AQ-1 on page 3.3-20 has been revised to delete the reference to a K-8 elementary school as part of the project.

Further, the LSP includes numerous goals, objectives, and policies that would help reduce air quality emissions generated by the LSP. For example, LSP is designed to include energy efficient appliances in all single-family residences, and to be a minimum of 30 percent more energy efficient than the Title 24 2008 Building Code³ (achieving 2010 CALGreen Code - TIER 2 Energy Efficiency); these features which will result in a smaller energy demand than would otherwise occur. In addition, each LSP residence, as well as all garages throughout the LSP, will be pre-wired for electric vehicle charging, which would help reduce the number of internal combustion vehicles added to the local roadway system as a result of LSP implementation. The LSP is also designed with roundabouts along the internal

roadway system, which can help improve air quality by minimizing the time spent idling at intersections. Further, by providing local on-site amenities (such as neighborhood commercial, the Commons, a private recreation center, and community and neighborhood parks, ~~and a K-8 elementary school~~), VMT would be reduced, since vehicle trips would be shorter, and more people may choose to walk or bike to nearby destinations. Liberty's bike and trail system, with access to the Clarksburg Branch Line Pedestrian and Bike Trail, will further encourage residents to be less reliant on their cars and more likely to walk or bike to their desired destinations. Walkable and bikeable communities support better air quality by reducing the number and length of vehicle trips.

Essentially, the same paragraph is included on page 3.3-26 as part of the discussion of Mitigation Measure AQ-2c. That paragraph has been revised similarly, as follows:

The LSP includes numerous goals, objectives, and policies that would help reduce air quality emissions generated by the LSP. For example, and as described previously, the LSP is designed to include energy efficient appliances in all single-family residences, and to be a minimum of 30 percent more energy efficient than the Title 24 2008 Building Code (achieving 2010 CALGreen Code - TIER 2 Energy Efficiency); these features which will result in a smaller energy demand than would otherwise occur. Further, each LSP residence, as well as all garages throughout the LSP, will be pre-wired for electric vehicle charging, which would help reduce the number of internal combustion vehicles added to the local roadway system as a result of LSP implementation. The LSP is also designed with roundabouts along the internal roadway system, which can help improve air quality by minimizing the time spent idling at intersections. In addition, by providing local on-site amenities (such as neighborhood commercial, a private recreation center, and community and neighborhood parks, ~~and a K-8 elementary school~~), VMT would be reduced, since vehicle trips would be shorter, and more people may choose to walk or bike to nearby destinations. Liberty's bike and trail system, with access to the Clarksburg Branch Line Pedestrian and Bike Trail, will further encourage residents to be less reliant on their cars and more likely to walk or bike to their desired destinations. Walkable and bikeable communities support better air quality by reducing the number and length of vehicle trips. These measures may reduce emissions to levels less than presented in Tables 3.3-10 and 3.3-11 above.

The title and introduction of Mitigation Measure AQ-2c (page 3.3-24) have been revised as follows:

Mitigation Measure AQ-2c: Implement a program to Encourage carpooling and alternative transit for construction workers during project construction

The project proponent shall implement a program to encourage contractors and construction workers to utilize employee carpooling, vanpooling, and alternative transit to travel to the LSP construction site. These activities may be encouraged by posting signs at the construction site, providing incentives for employees (e.g., providing priority parking spaces for carpools/vanpools).

Under Impact AQ-4, the discussion of Diesel Particulate Matter on page 3.3.-29 refers to a K-8 school. That reference has been deleted.

The LSP proposes predominantly residential and community/neighborhood park land uses, with a very small amount (10,000 SF) of neighborhood commercial included in the development plans. Commercial land uses may have the potential to result in operational DPM emissions from idling trucks at loading docks. Further, ~~the onsite K-8 school and~~ The Commons may include emergency generators. The Architectural Design Guidelines for the LSP discuss measures to help improve indoor environmental quality in on-site buildings, including using tight air ducts, efficient air filters, and low emitting materials. These policies will reduce exposure of new receptors to ambient DPM and DPM generated by LSP land uses.

Section 3.4: Biological Resources

The setting discussion of the Yolo Habitat Conservation Plan on page 3.4-6 of the DEIR has been revised as follows to reflect the approval of the HCP/NCCP in October 2018.

Yolo Habitat Conservation Plan/Natural Community Conservation Plan

The Yolo County Habitat Conservation Joint Powers Agency (now known as the Yolo Habitat Conservancy or YHC) was formed in August 2002 for the purpose of acquiring habitat conservation easements and to serve as the lead agency for the preparation of an HCP/NCCP for Yolo County and the Cities of Davis, Woodland, Winters, and West Sacramento (Yolo Habitat Conservancy 2015). The HCP/NCCP covers 12 special-status species and 15 natural communities. Pursuant to ESA Section 10, the HCP/NCCP is intended to support 50-year incidental take permits for development projects in the HCP/NCCP area. ~~This is currently in the draft stage. The HCP/NCCP was approved in October 2018.~~

The discussion under Impact BIO-10 on page 3.4-40 has been revised to reflect the approval of the Yolo HCP/NCCP.

Impact BIO-10: Potential for adoption of the proposed LSP to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (no impact)

~~No HCPs or NCCPs have been adopted in the LSP area or in Yolo County; however, the YHC is directing the preparation of a county-wide multi-species HCP/NCCP and Local Conservation Plan (LCP), which are currently in the administrative draft stage. The Yolo HCP/NCCP and LCP was approved in October 2018 and will conserve habitats and natural communities in Yolo County. With implementation of 2016 General Plan policies that require protection and mitigation for losses of biological resources, adoption of the proposed LSP would not conflict with the draft Yolo HCP/NCCP. Because there are no adopted HCPs, NCCPs, or other approved local, regional, or state HCPs, adoption of the proposed LSP would not conflict with such plans, and Thus, there would be no impact.~~

Section 3.5: Cultural Resources

In March 2023, the Buena Vista Rancheria of Me-Wuk Indians (BV Tribe) issued a Project Consultation Notice Letter to the City of West Sacramento asserting that West Sacramento is within its geographic area of traditional and cultural affiliation and requesting that it receive formal notification of projects and consultation opportunities pursuant to AB 52. The letter did not specifically identify the Liberty Specific Plan, but the City determined that it would be appropriate to provide the BV Tribe an opportunity to participate in the review of the project. Accordingly, on September 12, 2023, the City issued a Formal Notification for Tribal Consultation to the BV Tribe inviting consultation on the Liberty Specific Plan and associated actions. The Notification specified that, per the California Public Resources Code, the Tribe had 30 days to submit a request for consultation. The Tribe did not respond within the 30-day period. The following errata add descriptions of these facts to Section 3.5.1, Existing Conditions, under the Resources and Studies discussion (commencing on 3.5-11).

Tribal Consultation

In compliance with AB 52, the City offered the United Auburn Indian Community, Yoche Dehe Wintun Nation, and the Cortina Band of Indians the opportunity to consult with the City over the potential for this project to affect TCRs of concern to these tribes. Separate consultations were held with the tribes, beginning on April 8, 2016 for the United Auburn Indian Community and for the Yoche Dehe Wintun Nation. No response was received from the Cortina Band of Indians.

Consultations were completed on April 12, 2017 for both the United Auburn Indian Community and Yoche Dehe Wintun Nation tribes. Subsequently, in March 2023, the Buena Vista Rancheria of Me-Wuk Indians (BV Tribe) issued a Project Consultation Notice Letter to the City of West Sacramento asserting that West Sacramento is within its geographic area of traditional and cultural affiliation and requesting that it receive formal notification of projects and consultation opportunities pursuant to AB 52. In partial response to the request, which did not refer to the Liberty Specific Plan, the City determined that it would be appropriate to provide the BV Tribe an opportunity to participate in the review of the project, since the CEQA review process was still underway. Accordingly, on September 12, 2023, the City issued a Formal Notification for Tribal Consultation to the BV Tribe for the Liberty Specific Plan and associated actions. The Notification specified that, per the California Public Resources Code, the Tribe had 30 days to submit a request for consultation. Representatives of the BV Tribe did not respond within the 30-day period.

The specific details of the consultations are confidential pursuant to California law however, a summary of events is below:

- April 3, 2016. A letter was sent regarding the Notice of Preparation Scoping Meeting for the Liberty DEIR.
- April 8, 2016. A letter was sent to United Auburn Indian Community, Yoche Dehe Wintun Nation, and the Cortina Band of Indians that included a project description and invitation to consult under CEQA.
- May 6, 2016. City Staff contacted United Auburn Indian Community and Yoche Dehe Wintun Nation to consult. An email containing cultural resources report prepared by Peak & Associates, Inc.
- June 7, 2016. A meeting with City Staff, representatives from United Auburn Indian Community, and property owner's representatives was conducted. United Auburn Indian Community offered to submit background information to the City by June 21, 2016.
- June 21, 2016. A field visit of the project site was conducted and included City Staff, representatives from United Auburn Indian Community, and property owner's representatives.
- June 23, 2016. City sent a follow-up email to the United Auburn Indian Community requesting the background information discussed at the June 7, 2016 meeting.
- June 28, 2016. The City sent another email to the United Auburn Indian Community requesting the background information discussed at the June 7, 2016 meeting.
- July 27, 2016. A meeting with representatives from Yoche Dehe Wintun Nation was conducted.
- September 12, 2016. The Native American Heritage Commission was contacted to request a search of the Sacred Lands File.
- November 15, 2016. A letter was sent to United Auburn Indian Community requesting the documents discussed at the June 7th meeting. The letter requested the information to be received by November 29, 2016.
- November 20, 2016. United Auburn Indian Community sent an email response to the City.
- January 10, 2017. An email with letter attached was received from United Auburn Indian Community.
- March 9, 2017. A follow-up meeting with the Yoche Dehe Wintun Nation was conducted.
- April 12, 2017. A letter was sent from the City to the United Auburn Indian Community and Yoche Dehe Wintun Nation concluding AB 52 consultation.
- March 23, 2023. The Buena Vista Rancheria of Me-Wuk Indians issued a Project Consultation Notice Letter to the City of West Sacramento covering all potential projects in the city.

- [September 12, 2023. The City issued a Formal Notification for Tribal Consultation to the Buena Vista Rancheria for the Liberty Specific Plan and associated actions.](#)
- [October 13, 2023. Representatives of the Buena Vista Rancheria did not respond within the statutorily established 30-day period, thus foreclosing opportunities for formal consultation under AB 52.](#)

Section 3.9: Hydrology and Water Quality

The discussion of Impact WQ-7 has been revised, Mitigation Measure WQ-7 has been modified and relabeled “WQ-7a,” a new Mitigation Measure WQ-7b has been added, and Impact WQ-7 has been revised from “Less Than Significant with Mitigation” to “Significant and Unavoidable.” The reason for these changes is to correct typographical errors that were made in preparing the Draft EIR that resulted in conclusions inconsistent with those reached in the General Plan Update Final EIR. Therefore, all facts, analysis, and conclusions described herein are not new but instead reflect the facts, analysis, and conclusions reached regarding this impact in the General Plan Update Final EIR. The changes to WQ-7 are as follows:

Impact WQ-7: Placement of housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (~~significant and unavoidable less than significant with mitigation~~)

The new development proposed under the LSP would take place within the existing levee system surrounding the city. Like existing development, this new development would not meet current 100-year and 200-year level of flood protection requirements due to levee deficiencies previously described. WSAFCA continues to implement new projects under the WSLIP to enhance the levee system and ultimately provide 200-year level of flood protection throughout the city (City of West Sacramento 2015). Even though the LSP area is adjacent to the Sacramento River South Levee improvement project designed to provide 200-year protection, it could still be subject to flooding in the event of levee failures elsewhere (e.g., the DWSC East Levee). A levee failure anywhere in the Southport Basin would likely inundate the entire basin (U.S. Army Corps of Engineers). The generally flat topography of West Sacramento south of the DWSC and the substantial flood depths predicted for a levee failure suggest that flood water could spread extensively into the LSP area even if the Southport levee were to remain intact.

WSAFCA officials expect FEMA in the future to reevaluate the floodplain maps (U.S. Army Corps of Engineers 2014; City of West Sacramento 2015).

As stated in [Impact WQ-7 in](#) the West Sacramento General Plan Update EIR:

The risk of flooding to the City of West Sacramento by the Sacramento River is significant and has prompted ongoing implementation of new projects under the WSLIP to enhance the levee system and ultimately provide 200-year level of flood protection throughout the city. Implementation of Policy S-2.6 and Safety Program 1s1 will require the City to comply with the Central Valley Flood Protection Act of 2008 and any subsequent amendments, thus ensuring that 200 -year flood protection will be provided (City of West Sacramento 2015). Furthermore, all new development is required to demonstrate 200-year flood protection or to contribute in-lieu fees toward making physical improvements to the existing levee system (City of West Sacramento 2011). The end result of the WSLIP will be 100-year and 200-year flood protection. However, it will be many more years until the flood protection goal is achieved, and in the meantime, new development in the City of West Sacramento that occurs prior to completion of improvements ensuring full protection will not have 100-year flood protection.

Therefore, the impact is significant and unavoidable until the WSLIP is complete and the required flood protection for development protected by the levee system is obtained.

It is expected that construction of the housing portions of the LSP would not take place in the near future. However, unless construction of housing as a part of development of the LSP were to be phased such that it did not occur until the flood protection goal is achieved, this impact would be significant. Flood risks discussed herein were analyzed under the West Sacramento General Plan Update EIR.

Mitigation Measure WQ-7a and Mitigation Measure WQ-7b will require the Developer to comply with flood protection measures and disclose risk of flooding. Even with compliance, however, the impact will remain significant and unavoidable because the entirety of the levee improvements will not be funded and constructed with only this Project. Once adequate funding is achieved by payment of the City's In-Lieu Flood Protection Payment Option and all levee improvements can be constructed this impact will be considered less than significant.

Mitigation Measure WQ-7a: Implement phasing plan or require payment of in-lieu fees.

Require Implement Specific Plan Phasing Plan to phase housing construction after the 100- and 200-year flood protection goals have been met or require payment of in-lieu fees towards making physical improvements to the existing levee system prior to the issuance of the first grading permit to fund flood protection measures currently underway through WSAFCA.

Mitigation Measure WQ-7b: Notify property purchasers of flood susceptibility; notify future homebuyers and tenants of flood protection improvement status; ensure new construction meets FEMA and City Floodplain Management Ordinance standards; ensure levee setbacks are consistent with local, regional, State, and Federal standards; and ensure new development does not jeopardize City's NFIP or CRS eligibility.

Implement the following measures: (1) provide notice within any deed to property within the development that the property is protected from flooding by a levee and that the property can be subject to flooding if the levee fails or is overwhelmed; (2) provide notice to future homebuyers and tenants regarding the status of flood protection within the community, the purchase of flood insurance by property owners, and evacuation plans; (3) ensure construction meets FEMA standards and the City's Floodplain Management Ordinance standards; (4) ensure levee setbacks are consistent with local, regional, State, and Federal design and management standards; and (5) ensure the development is undertaken in a manner that does not jeopardize the City's eligibility under the National Flood Insurance Program (NFIP) or the FEMA Community Rating System (CRS).

To account for these changes, Table ES-2 has been revised on page ES-13 as shown on the following page.

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact WQ-7: Placement of housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map	Less than Significant and unavoidable with mitigation	<u>Mitigation Measure WQ-7a: Implement Phasing Plan or Require Payment of In-Lieu Fees</u> <u>Mitigation Measure WQ-7b: Notify property purchasers of flood susceptibility; notify future homebuyers and tenants of flood protection improvement status; ensure new construction meets FEMA and City Floodplain Management Ordinance standards; ensure levee setbacks are consistent with local, regional, State, and Federal standards; and ensure new development does not jeopardize City's NFIP or CRS eligibility</u>	<u>Significant and unavoidable</u>

Section 3.10: Land Use and Planning

The discussion of the Yolo County HCP/NCCP in the setting section (page 3.10-5) has been revised as follows to reflect the approval of the HCP/NCCP.

Habitat Conservation Programs

The Yolo County Habitat Conservancy is leading a countywide Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) to conserve the natural open space and agricultural landscapes that provide habitat for many special-status species in the county (Yolo Habitat Conservancy 2015).

The Yolo County Habitat Conservation Joint Powers Agency (JPA) was formed in August 2002 for the purpose of acquiring habitat conservation easements and to serve as the lead agency for the preparation of a NCCP/HCP for Yolo County and the Cities of Davis, Woodland, Winters, and West Sacramento.

The NCCP/HCP ~~is still in preparation~~ **was approved in October 2018**. The NCCP/HCP and the Yolo County Habitat Conservation JPA are described in Section 3.4, *Biological Resources*.

The discussion of Impact LU-3 on page 3.10-8 has been revised as follows to reflect the approval of the HCP/NCCP.

Impact LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan (no impact)

~~Because the~~ **The** Yolo HCP/NCCP, **which was approved in October 2018, will conserve habitats and natural communities in Yolo County. With implementation of 2016 General Plan policies that require protection and mitigation for losses of biological resources, adoption of the proposed LSP would not conflict with the Yolo HCP/NCCP.** ~~has not been adopted, there are no habitat conservation plans or natural community conservation plans in effect that apply to the LSP area.~~ Accordingly, there would be no impact and no mitigation is required.

Section 3.14: Public Services

The DEIR Environmental Setting discussion of Schools starting on page 3.14-6 has been revised as follows:

Schools

The LSP site is served by the Washington Unified School District (WUSD), which provides primary, secondary, and high school education services to residents. WUSD offers education to all school-age residents within the city. It is governed by a Board of Education comprising five locally elected officials responsible for policies, curricula, budget, and overseeing facilities issues (Washington Unified School District n.d.). ~~As of the 2019/2020 academic year, Currently there are were approximately 7,424-7,000~~ enrolled students, with a staff of ~~approximately~~ 400 certificated employees and 350 classified employees (Washington Unified School District ~~20142019~~). Table 3.14-1 lists schools with their capacity and projected enrollment totals.

~~Projected growth for the district was estimated to be 1.02% (or 76 students) for the 2014-15 school year. As Table 3.14-1 shows, WUSD's 2019/20 enrollment of 7,650 is at 67.1 percent of the district's classroom capacity. is projected to continue growing over the next 10 years, with With a projected peak enrollment of 8,434-8,370 (through 2024/25), WUSD's facilities would be at 73.5 percent students in the 2023-24 school year. This is a total growth of 990 students, or an increase of 13.3%. These~~

~~projections estimate 36 new students each year or 643 students in the next 6 years. WUSD has a total capacity of 10,393 students and a current enrollment of 7,444, giving the district a current utilization factor of 71.6%. The projected utilization factor in 6 years will be 77.0%. This projection assumes that loading standards remain constant and no additional facilities are built or removed (Washington Unified School District 2019:6).~~

Table 3.14-1. Washington Unified School District Capacity and Projected Enrollment

School	Grades	Address	Current/Projected Enrollment ^a	Capacity
Bridgeway Island Elementary	K-8	3255 Half Moon Bay Cir.	966/1,008	1,052
Elkhorn Village Elementary	K-8	750 Cummins Wy	568/569	830
Riverbank Elementary	K-8	1100 Carrie St.	836/804	1,085
Southport Elementary	K-8	2747 Linden Rd.	842/881	999
Stonegate Elementary	K-8	2500 La Jolla St.	794/906	992
Westfield Village Elementary	K-5	508 Poplar Ave.	416/379	615
Westmore Oaks Elementary	K-8	1100 Clarendon St.	833/994	1,297
Evergreen Middle	4-10		25/28	215
River City High School	9-12	1 Raider Lane	2,070/2,263	2,706
Washington Adult School		919 Westacre Rd.		
Yolo Education Center (Continuation HS)		919 Westacre Rd.	130/139	575
West Sacramento Early College Prep Charter	6-8	1504 Fallbrook St.	http://www.westsacprep.org/	
Lighthouse Charter School	K-2	1500 Park Blvd. 1511 Delaware Ave.	Opened fall 2015. Currently serving K-2 with plans to add a grade per year until K-8.	NA

Source: Washington Unified School District 2014.

^a Current enrollment is based on 2014-2015; projected enrollment is based on 2019-2020.

Table 3.14-1. Washington Unified School District Capacity and Projected Enrollment

Elementary Schools	Classrooms	2019	2019-2020		Projected Peak	
		Capacity	Enrollment	Utilization	Enrollment	Utilization
<u>Bridgeway Island</u>	<u>47</u>	<u>1,321</u>	<u>1,088</u>	<u>82.4%</u>	<u>1,088</u>	<u>82.4%</u>
<u>Elkhorn Village</u>	<u>43</u>	<u>1,027</u>	<u>622</u>	<u>60.6%</u>	<u>704</u>	<u>68.5%</u>
<u>Riverbank</u>	<u>46</u>	<u>1,159</u>	<u>780</u>	<u>67.3%</u>	<u>892</u>	<u>77.0%</u>
<u>Stonegate</u>	<u>41</u>	<u>1,165</u>	<u>890</u>	<u>76.4%</u>	<u>1,003</u>	<u>86.1%</u>
<u>Southport</u>	<u>41</u>	<u>1,215</u>	<u>813</u>	<u>66.9%</u>	<u>1,201</u>	<u>98.8%</u>
<u>Westfield Village</u>	<u>33</u>	<u>874</u>	<u>469</u>	<u>53.7%</u>	<u>508</u>	<u>58.1%</u>
<u>New Westmore Oaks</u>	<u>33</u>	<u>700</u>	<u>619</u>	<u>88.4%</u>	<u>619</u>	<u>88.4%</u>
Subtotal	284	7,461	5,281	70.8%	6,015	80.6%
High Schools						
<u>River City High</u>	<u>80</u>	<u>2,640</u>	<u>2,183</u>	<u>82.7%</u>	<u>2,220</u>	<u>84.1%</u>
Subtotal	80	2,640	2,183	82.7%	2,220	84.1%
Other Schools						
<u>Yolo Education Center</u>	<u>25</u>	<u>813</u>	<u>65</u>	<u>8.0%</u>	<u>135</u>	<u>16.6%</u>
<u>Alyce Norman Ed Ctr</u>	<u>20</u>	<u>480</u>	<u>120</u>	<u>25.0%</u>	<u>0</u>	<u>0.0%</u>
Subtotal	45	1,293	185	14.3%	135	10.4%
District Totals	409	11,394	7,649	67.1%	8,370	73.5%

Source: Washington Unified School District, 2020 Facilities Master Plan, December 4, 2019

Table 3.14-2 on page 3.14-9 has been revised as follows:

Table 3.14-2. Student Yield Rates of Project Based on Rates Established in School Facility Needs Analysis

School Type	Single-Family Detached (938 Units)		Single-Family Attached (209 Units)		Multiple-Family (356 Units)		Total	
	Yield Factor	Students	Yield Factor	Students	Yield Factor	Students	Students	Effective Yield
	<u>K-6</u>	<u>0.201</u>	<u>189</u>	<u>0.236</u>	<u>49</u>	<u>0.295</u>	<u>105</u>	<u>343</u>
<u>Middle (7-8)</u>	<u>0.095</u>	<u>89</u>	<u>0.056</u>	<u>12</u>	<u>0.063</u>	<u>22</u>	<u>123</u>	<u>0.082</u>
<u>High School (9-12)</u>	<u>0.121</u>	<u>113</u>	<u>0.056</u>	<u>12</u>	<u>0.100</u>	<u>36</u>	<u>161</u>	<u>0.107</u>
Total	0.417	391	0.348	73	0.458	163	627	0.417

Source: Washington Unified School District, Demographic Study 2016/2017, August 2017

The discussion of Impact PS-1 under Impacts and Mitigation Measures starting on page 3.14-8 has been revised to remove the references to a proposed elementary school. The school is not legally part of the Liberty Specific Plan project, and it has no bearing on the impact conclusions related to school capacity and school funding.

~~The LSP proposes an on-site new public elementary school:~~

~~K-8 Elementary School Site~~

~~The Washington Unified School District (WUSD) once owned a 20.0-acre parcel located in the Liberty Specific Plan area as previously shown on Exhibit 1-3, Aerial Map. This parcel was greatly impacted by the alignments of Village Parkway, the new levee blanket fill, and the new setback levee along the Sacramento River. Due to these constraints, the 20.0-acre parcel was reduced to an odd-shaped remainder parcel along Village Parkway. In order to make use of~~

~~this oddly shaped remainder parcel, the Specific Plan applicant entered into a Memorandum of Understanding (MOU) with the WUSD on August 8, 2013, and proposes a land swap and acreage to be purchased from Liberty to complete the rectangular-shaped 17.0-acre K-8 elementary school site as shown within this Specific Plan. This new proposed school site is subject to the approval of the WUSD's governing board after it is determined at a later date that all legal requirements for school site acquisition and state funding can be met. The school will be based on the current K-8 elementary school program philosophy of the WUSD and is anticipated to include approximately 40 classrooms (900 students), a multi-purpose building that includes a cafeteria, a media center and library, a fitness center, an administration building, and age-appropriate playgrounds/playfields.~~

~~The proposed Liberty School would provide for more elementary students than would be generated by the LSP project. It would generate an increase in students at the middle and high schools service the LSP.~~

Section 3.15: Recreation

The DEIR's discussion of Impact REC-1 has been modified as follows to clarify the basis for determination of impacts on parks and recreational facilities.

Impact REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (less than significant)

The 2003 Parks Master Plan requires the City to provide at least 2 acres of neighborhood parks and 3 acres of community parks for every 1,000 residents. As disclosed in Section 3.13, *Population and Housing*, the population of the LSP area would increase by approximately 3,863 people by 2035; hence, a minimum of 19.3 acres of park resources would be necessary to satisfy the Parks Master Plan requirement.

As a condition of approval, the LSP ~~would~~ will be required to include sufficient parks and recreation resources to address demand associated with ~~offset~~ its projected population growth. The LSP includes development of 13.3 acres of neighborhood parks, as well as and a 9.42-acre sports and recreation complex center, as well as greenbelts and trails. Together, these resources exceed the LSP's 19.3-acre obligation based on its residential holding capacity. In addition, the LSP includes a 17-acre K-8 school and a 2.8-acre private recreation center and pool, both of which would provide private neighborhood recreation opportunities. The combination of these public parks and recreational facilities meet the overall Parks Master Plan requirement. Moreover, because the LSP project exceeds the Parks Master Plan requirement, it will ~~they~~ contribute to addressing the City's projected shortfall of neighborhood and community parks. The parks and recreation facilities would be sited in areas that are accessible to the residential areas proposed under the LSP. Consequently, because the increased demand for parks and recreation generated by the LSP project would be exceeded by the development itself, the impact on existing parks and recreational facilities would be less than significant, and no mitigation is required.

Section 3.17: Utilities and Service Systems

The description of Impact UT-4 has been revised and a new Mitigation Measure UT-1 has been added as follows:

Impact UT-4: Potential to result in insufficient water supplies to serve the project from existing entitlements and resources, or a need for new or expanded entitlements (less than significant with mitigation)

The LSP Water Master Plan provides this information:

Based on the design criteria set forth in the current Water Master Plan, the full build-out of Liberty will generate the following estimated domestic water demands (based on 1,503 units):

- Average Daily Demand (ADD) = 0.92 MGD
- Maximum Daily Demand (MDD) = 1.84 MGD
- Peak Hourly Demand (PHD) = 2.48 MGD

These water demands for Liberty are comparable with the figures shown in the Water Master Plan, which covered a much larger area (619 acres vs. 400 acres) under “Paik Communities.” The City's water consultant utilized the H2O Net Software to model the City's water system. The City provided the base map of the City's pipe network as well as the previous distribution system hydraulic model. Modeling results showed that the Southport area needed an additional 4.2 million gallons of storage.

The Water Supply Assessment prepared for this project and found in Appendix I made the following conclusions:

Conclusion of Water Supply Assessment

Comparing Table 4 (Water Supplies) and Table 5 (Water Demand) it is apparent the City of West Sacramento has adequate and reliable water supplies under all but catastrophic conditions for both current and planned future development through 2035. “The NDWA contract appears relatively stable as a long-term back-up supply” (2015 UWMP, 7.1.1).

“Historical [Sacramento River] curtailments in the City’s supply occurred during drought years. These curtailments, however, had no effect on the portions of the City, which lie inside the NDWA boundary, as diversions under NDWA were not restricted” (2015 UWMP, 7.2). The water supply, assured by the NDWA diversion right, is capable of meeting the demand of the City and the Liberty Project in all water years: normal, dry, and multiple-dry. The DWR agreement with NDWA assures “dependable water supply of suitable quality” for municipal, industrial, and agricultural purposes. The limitations in the treated water supply infrastructure in the Southport area will be met as far as the Liberty Project is concerned by the new 2.1 MG tank and booster pump station being planned in the development.

Based on the information in the UWMP, City Plans, and other sources, the projected City water supply over the next 20 years is sufficient to meet the demand for the Liberty Project and all other existing and planned use including agricultural and industrial within the current City service area.

Water supply would be sufficient to meet the increased demand, although infrastructure necessary to transmit and store water for use by the Liberty Project is required. Without such infrastructure, this impact would be significant, but with implementation of Mitigation Measure UT-1 it would be less than significant, and no mitigation is required.

Mitigation Measure UT-1: Design and Construct Water Transmission and Storage Infrastructure

The project applicant will design and construct water transmission and storage infrastructure necessary to accommodate demand associated with development of the LSP area. As described in the Liberty Specific Plan, this will include the following:

- The existing 16-inch water transmission main on Linden Road (at the northwest corner of the Liberty site where it fronts Linden Road) will be extended to the east and run south along Village Parkway to the Village Parkway and Heirloom Drive intersection. (Phase 1)
- A 12-inch water main will be constructed from the Village Parkway and Heirloom Drive intersection and run westerly along Heirloom Drive until it aligns and ties into the existing 12 inch water main on Stonegate Drive. (Phase 1)
- All internal water distribution lines (primarily 8 inch in size) including the fire hydrants and water service lines to serve Phase 1 development will also be constructed. (Phase 1)
- A 2.1 million gallon water tank and appurtenances. (Phase 1)
- A 12-inch water main in Stonegate Drive will be extended to the south until it reaches the Davis Road intersection. (Phase 2)
- The 16-inch water transmission main along Davis Road will be constructed from Stonegate Drive to Village Parkway. (Phase 2)
- The 16-inch water transmission main will also be extended from the Village Parkway / Heirloom Drive intersection to the Village Parkway / Davis Road intersection in order to complete the looped system. (Phase 2)
- All internal water distribution lines (primarily 8 inch in size) including the fire hydrants and water service lines to serve Phase 2 development will also be constructed. (Phase 2)
- With the primary water infrastructure (looped system) in place by the time Phase 3 comes in, this phase will essentially only extend the internal water distribution lines (primarily 8 inch in size) to serve the Phase 3 development areas. Both domestic water services and fire hydrants within the Phase 3 boundary will be constructed as well. (Phase 3)
- Other potential water infrastructure requirements such as a new 16-inch water transmission main from Davis Road to Jefferson Boulevard will also need to be verified by the City for timing and needs.

To account for the addition of Mitigation Measure UT-1, Table ES-2 has been revised on page ES-18 as shown on the following page.

Impacts	Level of Significance	Mitigation Measures	Significance after Mitigation
Impact UT-4: Potential to result in insufficient water supplies to serve the project from existing entitlements and resources, or a need for new or expanded entitlements	Less than Significant	<u>Mitigation Measure UT-1: Design and Construct Water Transmission and Storage Infrastructure</u>	<u>Less than significant</u>

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CHAPTER 4. REFERENCES

The following references augment the references listed in the Draft EIR.

Washington Unified School District, *Demographic Study 2016/2017*, August 2017.

Washington Unified School District, *Facilities Master Plan*, December 4, 2019.

Yolo Habitat Conservancy, *Yolo Habitat Conservation Plan/Natural Community Conservation Plan, Volume 1, Final*, April 2018.

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