

PART VIII

DRAFT ENVIRONMENTAL IMPACT REPORT

PREFACE TO THE DRAFT(AND FINAL) EIR

The Final EIR will consist of the entire Draft EIR, and Appendix "B" entitled "Final EIR Response to Comments". The body of the Draft EIR will be amended to include changes in the form of additions, deletions and corrections accepted by the City in Appendix "B" as being necessary to fulfill the requirements of the California Environmental Quality Act (CEQA) for a Final EIR.

It is to be noted that the EIR's Executive Summary has been placed in Part I of this General Plan/EIR document.

SECTION A - INTRODUCTION AND SUMMARY

INTRODUCTION

Section 15166 of the California Environmental Quality Act (CEQA) Guidelines permits the EIR on a General Plan to be incorporated as part of the General Plan document if: 1) the General Plan addresses all the points required to be in an EIR, and 2) the document contains a special section which identifies where the General Plan addresses each of the points required. This part of the General Plan document is intended to meet these conditions since much of the document's contents already addresses CEQA requirements for an EIR.

CEQA requires that mitigation measures contained in an EIR certified by the City Council must be systematically applied as a project which is the subject of an EIR is carried out. In this case, the "project" is the General Plan, which describes the Plan's goals and the policies and proposals to be implemented over various periods of time. Thus, an important objective is to provide decision-makers with a ready reference to those measures which will have relevance to future proposals for General Plan amendment and to programs devised to implement the Plan.

The format is consistent with CEQA Guidelines. Reference is made to specific parts and sections of the Plan document where appropriate. Additional discussion is also provided where it is necessary to supplement environmental information provided in other parts of the General Plan document.

AN ESSENTIAL PERSPECTIVE

This EIR takes into consideration the fact that policies and proposals of the previous 1979 General Plan and as contained in Plan amendments adopted in recent years have already stood the test of environmental analysis. An example is the body of amendments adopted in 1986 to reflect the proposals of the City's Redevelopment Plan. To the extent that such policies and proposals remain essentially unchanged, further analysis is not required except as covered under the topic of long-term cumulative impacts.

By its very nature, the General Plan seeks to enhance the quality of the environment while accommodating additional population and urban expansion. However, there are certain potential impacts identified in the attached Initial Study which require further evaluation in this EIR. They include impacts on agricultural lands, increased traffic, impacts on air quality, and long-term cumulative and growth-inducing impacts.

USE OF THIS EIR

It is the intent of the City that this EIR be used: 1) as a basis for expanding the City's Sphere of Influence and for developing a proposal to annex land at the west end of the City to meet the needs of urbanization over the next 10 years; 2) as a basis for judging all specific development projects that may be proposed consistent with policies and proposals of the General Plan and mitigation measures of this EIR; and 3) in developing a mitigation and monitoring program for project EIRs as required by State Law. It is the further intent of the City that this EIR be used as the vehicle necessary to avoid requiring the preparation of EIR's for development projects and programs which are consistent with the General Plan by using the Negative Declaration process, and where the General Plan EIR is adequate for the purpose. Exceptions would occur if a project or program would result in any of the following conditions which might require a **Subsequent EIR**, an **Addendum to an EIR** or a **Supplemental EIR** as defined by CEQA Guidelines:

1. Subsequent changes are proposed to the original project (in this case the General Plan) which will result in new impacts not previously assessed.
2. Subsequent changes are proposed by a new project which require important revisions in the previous EIR due to the involvement of new significant environmental impacts not previously covered, or new information of substantial importance becomes available.
3. An Addendum is needed to cover only minor technical changes or additions which do not raise important new issues about the significant effects on the environment.
4. A Supplement to an EIR is needed rather than a Subsequent EIR if any of the conditions prescribed for the preparation of a Subsequent EIR are present, but where only minor additions or changes are necessary to make the previous EIR adequately apply to the project under the changed situation.

An Addendum or Supplemental EIR may be useful for General Plan amendments sponsored by the City as compared to projects proposed by the private sector.

Use of the Negative Declaration process for a project or program consistent with the General Plan does not eliminate the need for further environmental evaluation to justify a finding for a Negative Declaration. Through the Initial Study process required by CEQA, individual project impacts can be evaluated to determine whether project proposals should be changed to avoid specific adverse impacts. An example would be to require off-site intersection improvements where project-related traffic will have an identifiable off-site impact on the Arterial street system. The City has used this approach on several occasions by calling for the preparation of an Expanded Initial Study with mitigation measures being accepted by the project sponsor as if originally included as part of the

project. This approach is also useful where it can be concluded fairly that the preparation of an EIR would not generate any further information than that provided by an Expanded Initial Study.

This EIR is also intended to be used by the following local public agencies having jurisdiction within the area covered by the General Plan:

1. The River Delta Unified School District
2. City of Isleton Fire District
3. The Sacramento County Local Agency Formation Commission.
4. The Sacramento County Planning and Community Development Department
5. The Sacramento County Public Works Agency
6. The Sacramento County Council of Governments.
7. The Brannan/Andrus Levee Maintenance District
8. The Brannan Island Reclamation District
9. Reclamation District # 407.
10. Reclamation District # 2067.

SECTION B - PROJECT DESCRIPTION

The "project" is fully described in Parts I-IV, inclusive. No further description is required except that the General Plan document has been prepared pursuant to the revisions of the State Planning Law and to the California Environmental Quality Act which became effective on January 1, 1999.

SECTION C - ENVIRONMENTAL SETTING

The environmental setting is described in Part II of this document. While no further description is required, supplementary description is provided for certain topics covered in Section D, below.

SECTION D - ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES INCLUDING IMPACTS WHICH CANNOT BE AVOIDED

SIGNIFICANT POTENTIAL ENVIRONMENTAL EFFECTS

Since the General Plan essentially is a program document, setting forth goals, objectives, policies, standards and proposals to guide future development, the Plan will not have any direct effect on the environment upon adoption. However, the Plan will have a number of secondary effects resulting in the development of vacant and agricultural lands within the Planning Area boundary and the rehabilitation of existing land through many public and private projects.

This section of the EIR describes potential secondary effects and provides appropriate mitigation measures which are reinforcing of measures previously identified in Part IV, or which supplement those measures. The format for discussion follows that provided in the Environmental Checklist for Initial Study which is attached as Appendix "A". The subsections entitled "setting" to some extent are summaries of data provided in Part II, or provide additional information on existing conditions.

LAND RESOURCES

Setting

Agricultural lands exist within the western part of the community immediately south of the City limits, and between the community and Georgiana Slough to the southeast and State Route 12 to the south and southwest. The first location involves approximately 37 acres all north of the extended westerly alignment of 6th Street. The second location involves several thousand acres outside of the City in productive agricultural use and with much of the acreage under Williamson Act contracts with Sacramento County.

Compaction and Overcovering of Soils

Impacts:

1. Vacant and agricultural soils will be compacted for building construction and overcovered with exposed impervious surfaces such as roofs, driveways, streets and off-street parking areas. The extent of overcovering will be determined by site plans submitted for City approval for each separate construction project. The more extensive compaction and overcovering of soils that will occur will increase surface water runoff [**potentially significant**] and the potential for wind erosion during land grading and construction [**potentially significant**].
2. Soils and levees within the City's planning area are subject to the potential for liquefaction during a severe earthquake. [see discussion in Part VI, Hazard Management, pertaining to Seismic Hazards]. [**potentially significant**]
3. Surface water drainage from areas of urbanization to natural watercourses could result in the contamination of those watercourses. [**potentially significant**]

Mitigation Measures:

1. Positive off-site drainage will be required for each site consistent with an overall master plan of drainage that will avoid adverse impacts on other properties. Specific improvements and requirements for drainage would be determined at the time of Site Plan Review under provisions of the City's Zoning Ordinance, or under provisions of the City's Subdivision Ordinance. [See also drainage policies, Part IV-D which serve to mitigate impacts]
2. Mitigation of particulates through the employment of dust control measures is described under the subsequent topic of Air Quality in this EIR.
3. Mitigation of the potential for liquefaction involves extensive soils and foundation engineering and special construction techniques. [See discussion of Seismic policies in Part VI, which serve as mitigation measures]
4. The special needs for removing potential contaminants from surface water drainage prior to disposal to water courses is to be addressed in the Master Plan for Drainage to be prepared

by the City. [See discussion of impacts and mitigation measures under Drainage and Flood Control, this section]

Application of the above mitigation measures will reduce all impacts to less than significant levels.

Agricultural Land Conversion

Impacts:

1. The eventual conversion of approximately 37 acres of productive agricultural land to urban use within the western part of Isleton will be irreversible. [significant]
2. The cumulative economic loss that would occur at buildout from the conversion of approximately 37 acres of agricultural land in field crops would be very small and infinitesimal when compared with countywide acreage in field crops. However, the loss of agricultural acreage would be cumulatively significant when added to the losses which occur annually to urbanization in the county and the region. [significant]
3. Other potential impacts involve an additional location where urban-agricultural conflicts may occur from the current interface between urban and agricultural lands. [potentially significant]
4. The loss of productive agricultural land that may occur as the result of urbanization within the area designated by the General Plan south of the City as "Urban Reserve" would be significant. Because of the uncertainties involved as to whether any of this acreage will ever urbanize, assessment of potential impact must await the preparation of a separate EIR for any such proposal based on a Specific Plan, as called for at the end of General Plan Section A. of Part IV pertaining to Land Use.

Mitigation Measures:

All of the agricultural land conversion required to accommodate urban expansion shown on the General Plan Diagram lays within the City's proposed Sphere-of-Influence boundary to be established by the Sacramento County Local Agency Formation Commission (LAFCO). Since there is so little acreage available within the City limits where urban expansion can occur, there are few options to expand on non-agricultural land. Thus, the modest conversion of agricultural land as proposed is an adverse impact that cannot be avoided unless expansion of the City's sphere-of-influence boundary was denied by LAFCO.

[Mitigation measures to minimize this impact are provided by policy in Part V (Open Space for Managed Resource Production)] Open space policies avoid fracturing or fragmentation of the urban pattern, provide for the gradual outward conversion of agricultural lands, and assure a rational, economically feasible and more efficient pattern of urban services. Other measures include the following:

1. A "right to farm" ordinance will be adopted by the City which will serve as a means to mitigate the potential for urban-agricultural conflicts.

Application of the above mitigation measures will reduce all impacts to less than significant levels.

Seismic Hazards

Impacts:

1. The occurrence of a major earthquake poses a serious potential for soil liquefaction and levee failure, along with a consequent possibility for the loss of life and property due to flooding and structural failure. [potentially significant]

Earthquake ground motion for the Isleton area has been computed by the California Division of Mines and Geology using probabilistic seismic hazard methods and the statewide fault model. The Peak Ground Acceleration (PGA) for the Design Basis Earthquake is predicted to be a 10 percent chance of exceedance in 50 years (PGA = 0.51g). This is considered to be a high probability of occurrence. Consequently, based on available information for the Isleton area, the principal hazards from the perspective of engineering geology, seismology and geotechnical engineering are:

- strong ground motion;
- seismic stability of the levee system around Isleton;
- oxidation of peat deposits in the Delta with general subsidence; and
- relative low bearing value for silt and clay deposits.

Mitigation Measures:

[See policies on seismic hazards and safety, Part VI]

Application of the above mitigation measures will reduce all impacts to less than significant levels.

WATER RESOURCES

Setting

Recent well and storage improvements to Isleton's water system by Citizens Utilities has expanded the capacity of the system to serve new development. Additional wells, storage capacity and trunk line construction can be provided to meet any foreseeable demands under land use policies of the General Plan. The deteriorating condition of older water supply lines continues to pose problems of maintaining adequate pressure for fire flow.

The City is operating under a cease and desist order for new connections to the wastewater treatment system. The City is also affected by flood control maps of the Federal Emergency Management Agency that place most of the City within the boundaries of a 100 year flood plain.

Impacts:

1. Gradual expansion of the urban pattern as proposed by the General Plan will exaggerate problems of water quality and pressure associated with the existing water supply system

2. Expansion of the urban pattern is not possible without first increasing the capacity of the Wastewater treatment system.
3. Expansion of the urban pattern is greatly constrained by lack of flood protection for a 100 year intensity flood event.

Mitigation Measures:

[see policies of Section D, Part IV of the General Plan pertaining to water supply, wastewater treatment, drainage and flood control] See also the discussion of flood control alternatives in Section E of this EIR.

Application of the above mitigation measures will reduce all impacts to less than significant levels.

AIR QUALITY

Setting

Sacramento County continues to be a non-attainment area for particulate matter, carbon monoxide and ozone. The City of Isleton is adversely affected by particulate matter carried by winds from Delta soils. However, the City of Isleton and its immediate surroundings is in attainment for carbon monoxide and ozone for most days of the year because of its rural setting, small population and the cleansing influence of Delta wind patterns. Vehicle traffic along State Route 12 and agricultural activity throughout the Delta and upwind of Isleton contribute to total particulate matter and reduction in visibility. The concentrations of ozone and carbon monoxide which occasionally affect the Isleton area are largely the result of inter-regional transfer of pollutants from the San Francisco Bay Area and from vehicle traffic along State Route 12.

Impacts:

The most significant impacts on air quality that can be expected as the result of urban expansion under policies of the General Plan will be those generated by vehicle traffic along the State Route 160 and State Route 12 corridors, and the City street system, contributing Carbon Monoxide (CO), Hydrocarbons (HC) and Nitrous Oxides (NO_x).

Total vehicle emissions are the product of all criteria pollutants from motor vehicle trips generated by new development under the General Plan. Calculations include estimates of average trip length, trip generation rates, emissions per mile based on speed and year of concern, plus a correctional factor for cold and hot engine starts. At full development under the General Plan at the projected population of approximately 1,700, including 50% development of industrial and commercial lands, vehicle trips are expected to double as shown on Figure VIII-1. This does not include additional regional through traffic along State Route 160 and State Route 12 which will increase regardless of Isleton's growth. This volume of traffic can be expected to involve the estimated tons of emissions from criteria pollutants as shown in Table VIII-1.

The tonnage projected in Table VIII-1, while not significant in quantity, can be expected to add to an already serious problem in southern reaches of the Sacramento Valley. It is large enough to be

considered as having a measurable effect on regional air quality when taken as part of total cumulative effects of traffic emissions along the State Route 12, Interstate 5 and Freeway 99 corridors. This effect will be significant. Overall effects will be reduced somewhat by the extent to which control equipment on mobile sources improves, and the extent to which traffic movement is facilitated by the avoidance of congestion resulting from street improvements and the addition of local jobs to minimize commuting to other areas and communities by local residents. However, the commuting factor is expected to be less of an overall major negative factor than it is now if a higher percentage of local residents are able to work locally as the result of increased economic development and employment opportunity in the community.

TABLE VIII-1

EMISSIONS FROM PROJECTED TRAFFIC

Pollutant	Tons / Day	Tons / Year
Carbon Monoxide (CO)	0.693	253
Reactive Organics	0.082	30
Nitrogen Oxides (No _x)	0.033	12
Sulfur Dioxide (SO ₂)	0.002	0.9
Particulates	0.004	16

The most heavily traveled intersections are expected to be the Second/A and State Route 160/Main St. intersections. Violations of CO standards at these intersections are not expected. This effect will be less than significant.

Mitigation Measures:

Mitigation measures which are designed to enhance air quality through improvements to traffic capacity and reduction of traffic congestion are described in the next section of this EIR. They include relocation and widening of State Route 160 and other arterial street improvements, intersection widening, the provision of left-hand turn lanes at important intersections and reducing the number of Minor street intersections along important Arterial streets. Other mitigation measures are described in Part V, under Open Space for Health, Welfare and Well-Being concerning the need for industrial performance standards, industrial process review and control of dust particles during construction activities.

Sacramento County has developed strategies and programs for reducing air quality impacts from stationary sources, and mobile sources (vehicles) are subject to state and federal controls for reducing emissions. However, the inter-regional transfer of pollutants from the San Francisco Bay Area, and the intra-regional transfer of pollutants from the I-5 and U.S. 99 corridors approaching the Sacramento metropolitan area make it very difficult for the County to meet state and federal standards of CO, ozone and particulate control at this time.

Pollutants generated in the Isleton area will contribute to the cumulative problems experienced in areas to the north extending through the Sacramento metropolitan area into the Sacramento Valley. In this context, they cannot be considered as being unimportant even though the contributions from the Isleton area will be small.

Application of the above mitigation measures will reduce all non-cumulative impacts to less than significant levels.

THE NOISE ENVIRONMENT

The potential impacts of noise, and General Plan policies which serve as mitigation measures to deal with noise impacts are described in Part VI of this document. No further discussion is required.

LAND USE, POPULATION AND HOUSING

The potential impacts of changes in land use and of growth in population and housing are discussed in Parts IV-A and IV-C of this document, in the discussion of other General Plan elements in Parts V and VI and in the separately published Housing Element, and in the discussion of other impacts and alternatives covered in Part VIII. No further discussion is required.

TRANSPORTATION AND CIRCULATION

Setting

The discussion of existing conditions is provided in Part III, and is supplemented below.

Existing intersection operations at all intersections along State Route 160 through Isleton during the summer and the month of October are good and do not pose any problems. A potential for accidents exists at the three-way intersection of Second Street, A Street and Route 160 because of poor sight distance for east-bound traffic on Second Street approaching its intersection with A Street. While not a serious problem, the lack of left-turn lanes along Route 160 intersections within Isleton is a deficiency to be noted.

Along State Route 12, all intersection locations operate well with the exception of the Terminus Road intersection where the stop-signed controlled approach is operating at LOS (level-of-service) E during weekday and weekend peak hours. Long delays often result for traffic on Terminus wanting to make an east-bound left turn onto the State Highway.

Existing intersection levels of service along State Route 160 through Isleton and along State Route 12 are shown in Table VIII-2

Impacts: (By the year 2020)

1. Traffic volumes within Isleton are projected to increase by 100% by 2020 (from 1997). This is a best estimate by the Crane Transportation Group and Grunwald & Associates. Neither Caltrans nor SACOG have future projections for SR 160 near Isleton. Summer Friday and Saturday peak hour projections for 2020 are shown on Figure VIII-1. [significant]

2. Within Isleton, the SR 160/A Street and SR 160/Main Street intersections will have summer volumes well above peak hour signal warrant criteria levels on both Friday and Saturday. Volumes at the SR 160/Isleton Road intersection will be on the borderline of meeting peak hour warrant criteria on Saturday. [significant]

**TABLE VIII-2
EXISTING INTERSECTIONS LEVELS OF SERVICE
Summer Friday and Saturday PM Peak Hour Traffic Volumes**

INTERSECTION	SUMMER FRIDAY pm Peak Hour	SUMMER SATURDAY PM Peak Hour
SR 160/A Street	B-6.3/A-3.1 ⁽¹⁾	B-6.3/A-3.0 ⁽¹⁾
SR 160/Main Street	B-6.4/A-3.0 ⁽¹⁾	B-7.3/A-2.9 ⁽¹⁾
SR 160/Tyler Island Bridge Rd.	B-6.7/A-3.1 ⁽¹⁾	B-6.0/A -2.7 ⁽¹⁾
SR 160/Isleton Road	B-6.7/A-3.0 ⁽²⁾	B-6.5/A-2.7 ⁽²⁾
SR 12/SR 160 (signalized)	C-20 ⁽³⁾	C-18.2 ⁽³⁾
SR 12/Jackson Slough Rd.	D-24.9/D-25.7/A-4.2/ B-5.9 ⁽⁴⁾	D-25.3/D-20.4/A-4.8/ A-4.6 ⁽⁴⁾
SR 12/Terminus Rd.	E-35.6/A-4.4 ⁽⁵⁾	E-40.2/B-5.3 ⁽⁵⁾
Terminus Rd./Jackson Slough Rd.	A-3.1/A-2.3 ⁽⁶⁾	A-3.3/A-2.3 ⁽⁶⁾

- (1) Unsignalized LOS - average vehicle delay in seconds - Northbound side street stop sign controlled left/westbound left turn from SR 160
- (2) Unsignalized LOS - average delay in seconds - Westbound Isleton Rd. stop sign controlled approach/southbound left turn from SR 160
- (3) Signalized LOS - average delay in seconds
- (4) Unsignalized LOS - average delay in seconds - northbound side street stop sign controlled approach/southbound side street stop sign controlled approach/eastbound left turn from SR 12/westbound left turn from SR 12
- (5) Unsignalized LOS - average delay in seconds - southbound side street stop sign controlled approach/eastbound left turn from SR 12
- (6) Unsignalized LOS - average delay in seconds - westbound side street stop sign controlled approach/southbound left turn from Jackson Slough Rd.

3. SR 160 will be congested in the Second Street Commercial Center (near A Street) by 2020 if it remains a 2-lane road. On-street parking will contribute to the congestion as will the closely spaced intersections with A, B and C streets. [significant]
4. Volumes on SR 12 at the Sacramento/San Joaquin County line (near the Terminus Road intersection) are projected to increase by 205% (from 1997), based upon Caltrans District 10 modeling (using the San Joaquin County COG traffic model). This is an *unconstrained* demand projection, which could not be accommodated on the existing 2-lane facility. Therefore, SR 12 will need to be at least a 4-lane expressway or freeway by 2020 to accommodate projected demand. This will be very expensive because of the new bridge construction required at three locations between Interstate 5 and the City of Rio Vista. [sig-nificant]

5. Isleton's peak hour Friday and Saturday summertime peak hour contribution to intersection traffic occurring at the Jackson Slough Rd. and Terminous Rd. intersections with SR 12 will be in the order of 4% and 6%, respectively. (See Figure VIII-1) [insignificant]
6. If SR 12 is developed as an expressway, both the Jackson Slough Road and Terminous Road intersections with SR 12 will have Friday and Saturday summertime peak hour volumes exceeding Caltrans rural peak hour signal warrant criteria levels. [potentially significant]

TABLE VIII-3

YEAR 2020 INTERSECTIONS LEVELS OF SERVICE WITHOUT MITIGATION
 Summer Friday and Saturday PM Peak Hour Traffic Volumes

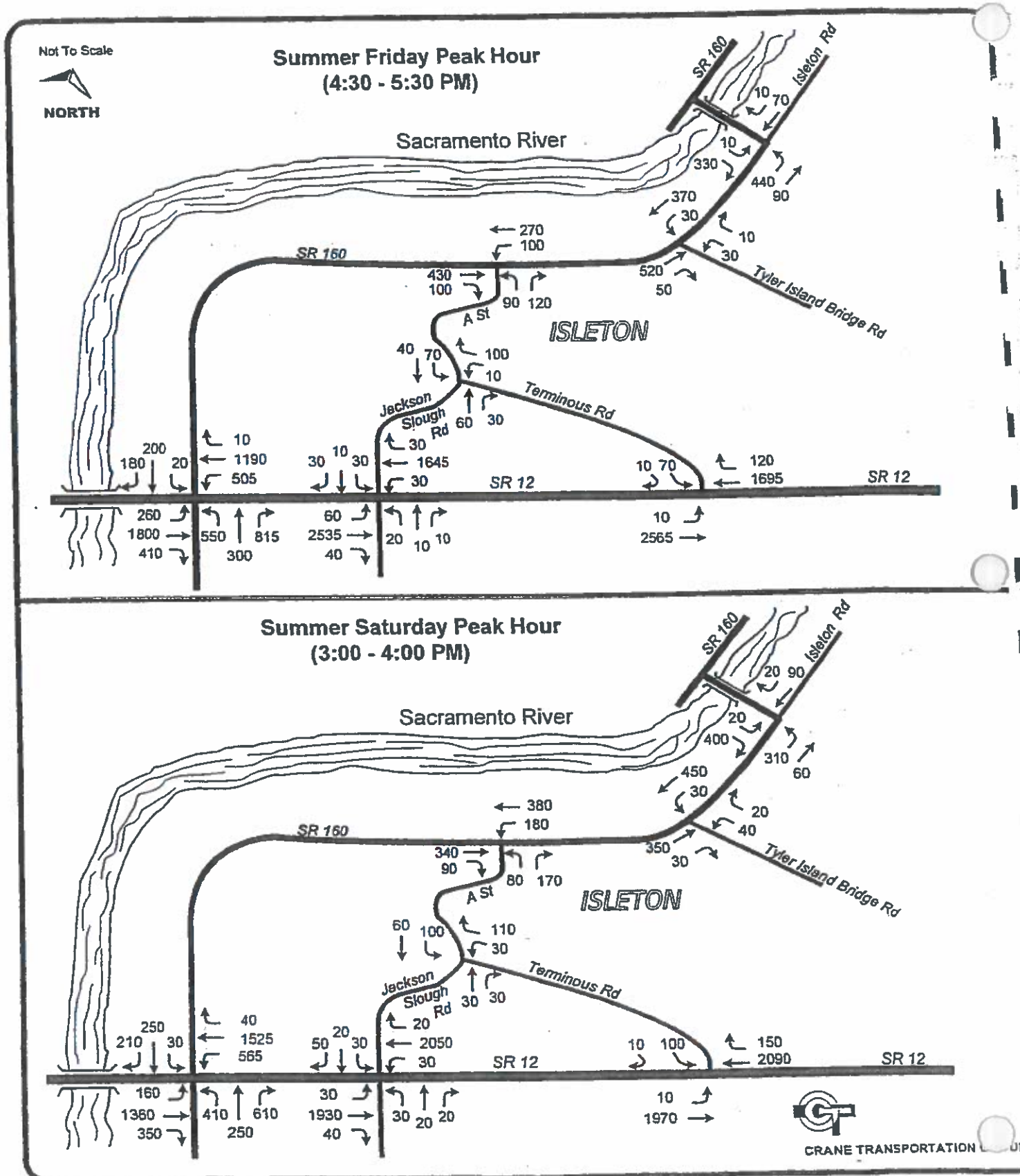
INTERSECTION	SUMMER FRIDAY PM Peak Hour	SUMMER SATURDAY PM Peak Hour
SR 160/A Street	D-22.7/A-4.6 ⁽¹⁾	E-32.1/A-4.5 ⁽¹⁾
SR 160/Main Street	C-14.2/A-4.1 ⁽¹⁾	D-22.5/A-4.0 ⁽¹⁾
SR 160/Tyler Island Bridge Rd.	C-14.3/A-4.3 ⁽¹⁾	C-11.8/A-3.4 ⁽¹⁾
SR 160/Isleton Road	C-15.1/A-4.0 ⁽²⁾	C-14.5/A-3.4 ⁽²⁾
SR 12/SR 160 (signalized)	F ⁽³⁾	F ⁽³⁾
SR 12/Jackson Slough Rd.	F*/F*/C-19.1/F-58.4 ⁽⁴⁾	F*/F*/D-27.0/D-23.6 ⁽⁴⁾
SR 12/Terminous Rd.	F*/C-17.1 ⁽⁵⁾	F*/D-28.8 ⁽⁵⁾
Terminous Rd/Jackson Slough Rd.	A-3.4/A-2.5 ⁽⁶⁾	A-3.8/A-2.4 ⁽⁶⁾

- (1) Unsignalized LOS - average vehicle delay in seconds - Northbound side street stop sign controlled approach to SR 160/westbound left turn from SR 160 to side street.
- (2) Unsignalized LOS - average delay in seconds - Westbound Isleton Rd. stop sign controlled approach /southbound left turn from SR 160 to Isleton Rd.
 Delay too large to accurately quantify.
- (3) Signalized LOS - average delay in seconds.
- (4) Unsignalized LOS - average delay in seconds - northbound Jackson Slough Rd. stop sign controlled approach/southbound Jackson Slough Rd. stop sign controlled approach/eastbound left turn from SR 12/westbound left turn from SR 12.
- (5) Unsignalized LOS - average delay in seconds - southbound Terminous Rd. stop sign controlled approach/eastbound left turn from SR 12
- (6) Unsignalized LOS - average delay in seconds - westbound Jackson Slough Rd. stop sign controlled approach/southbound left turn from Jackson Slough Rd.

7. The curving alignment and poor pavement condition along Jackson Slough Rd. between Isleton and Terminous Rd. will create significant safety concerns and accident potential as traffic volumes increase. Of special note is that the development of a large RV park on acreage adjacent to the Isleton ballpark north of Jackson Slough Rd. will pose a potential for traffic congestion and accidents on Jackson Slough Rd. between Isleton and Terminous Rd. and between the RV park and the Second Street Commercial Center [significant]

FIGURE VIII-1

YEAR 2020 SUMMER FRIDAY AND SATURDAY PEAK HOUR TRAFFIC VOLUMES



8. Year 2020 intersection levels of service (shown in Table VIII-3) indicate that all analysed intersections along SR 12 will operate at unacceptable levels during both Friday and Saturday summertime peak hour conditions. Along SR 160 in Isleton, the A Street intersection will experience unacceptable operation for stop sign controlled turn movements to the State highway during Saturday peak hour traffic conditions. [significant]

Mitigation Measures: Within Isleton:

1. Consider providing one-way westbound flow on Second Street, between A Street and Jackson Blvd. This will eliminate sight line problems for drivers eastbound on Second Street trying to turn at A Street.
2. Signalize the SR 160 intersections with A Street, Main Street and Isleton Rd. when warranted. Resultant peak hour operations at all locations would be LOS B (see Table VIII-4)

TABLE VIII-4

YEAR 2020 INTERSECTION LEVELS OF SERVICE WITH MITIGATION

INTERSECTION	SUMMER FRIDAY PM Peak Hour	SUMMER SATURDAY PM Peak Hour
SR 160/A Street (signal)	B-9.4 ⁽¹⁾	B-10.5 ⁽¹⁾
SR 160/Main Street (signal)	B-6.0 ⁽¹⁾	B-5.6 ⁽¹⁾
SR 160/Isleton Road (signal)	B-11.8 ⁽²⁾	B-12.5 ⁽²⁾
SR 12/SR 160 (already signalized)	F ⁽³⁾	D-35.9 ⁽³⁾
SR 12/Jackson Slough Rd. (signal)	B-14.2 ⁽⁴⁾	B-7.7 ⁽⁴⁾
SR 12/Terminus Rd. (signal)	B-9.6 ⁽⁵⁾	B-8.9 ⁽⁵⁾

- (1) Signalized LOS - average vehicle delay in seconds - Mitigated with signalization and a separate westbound left turn lane on SR 160.
- (2) Signalized LOS - average delay in seconds - Mitigated with signalization and an exclusive left turn lane on eastbound SR 160 intersection approach.
Delay too large to accurately quantify.
- (3) Signalized LOS - average delay in seconds - Mitigated with 2 left turn lanes, 2 through lanes and a right turn lane eastbound on SR 12; 2 left turn lanes, 1 through lane and 1 combined through right turn lane westbound on SR 12; 2 left turn lanes, 1 through lane and 2 right turn lanes northbound on SR 160; 1 through lane and 1 right turn lane southbound on SR 160.
- (4) Signalized LOS - average delay in seconds - Mitigated with signalization, single left turn lanes and 2 through lanes east and westbound on SR 12; separate left and combined through right lanes on Jackson Slough Rd. north and southbound approaches.
- (5) Signalized LOS - average delay in seconds - Mitigated with signalization, 1 left turn lane and 2 through lanes on eastbound SR 12, 2 through lanes westbound on SR 12, separate left and right turn lanes on southbound Terminus Road approach.

3. Provide left turn lanes along SR 160 on the approaches to all intersections.

4. Realign and reconstruct Jackson Slough Rd. between Isleton and Terminous Road to eliminate as many vertical and horizontal curves as possible.
5. Begin planning for an eventual realignment of SR 160 around the southern edge of the City south of the existing city limit line. Provide direct connections to the Second Street and Main Street Commercial Centers, and plan to discourage the use of existing narrow north-south streets to filter traffic between the commercial centers and the realigned SR 160.
6. Should there be no desire to realign SR 160 as described under measure 5, above, it is recommended that (long term) consideration be given to revising traffic flow and parking patterns along the Second Street commercial corridor to reduce expected traffic in this area.
7. Consider providing a new connection between SR 12 west of the City and the RV Park area along Jackson Slough Rd. in the event that RV park development proceeds.

Mitigation Measures in the Sub-Region along SR 12:

8. Widen SR 12 to provide a 4-lane freeway or expressway.
9. If SR 12 is developed as a 4-lane expressway, signalize the SR 12/Jackson Slough Road and SR 12/Terminous Rd. intersections, with resultant LOS B operations (see Table VIII-4).
10. Consider connecting Terminous Rd. to Brannan Island Rd. to the north of SR 12 and having only a single connection to SR 12 (which would be signalized), rather than two connections which potentially would both require signalization.
11. The SR 12/SR 160 intersection could be widened (with additional turn lanes and SR 12 a 4-lane expressway) to provide acceptable operation during Saturday peak hour conditions (LOS D operation) but not during Friday peak conditions (see Table VIII-4).

Mitigation measures (along with other impacts) are also discussed in Part IV-B of this General Plan; including policies and proposals dealing with state highways, arterial and collector Streets, minor streets, alleys, truck routes, bicycle and pedestrian circulation, and off-street parking in the Second Street and Main Street Commercial Centers.

Application of the above mitigation measures will reduce all impacts to acceptable levels.

PUBLIC SERVICES AND UTILITIES

The impacts of development under the General plan on fire and police protection services, school service, parks and recreation and other governmental services, on utilities and on special needs during emergencies are discussed in Parts IV-A and B and in Parts V and VI of this document. As in the case of the topics of land use, population, and housing, the discussion of public service and utility impacts is required in the context of the growth-inducing impacts of the General Plan as provided later in Part VIII. Further discussion will also be required as part of separate environmental assessments to be prepared for specific development projects that are proposed in accordance with policies of the General Plan.

RECREATION

This topic is discussed fully as the last subsection of Part V. No further discussion is required.

CULTURAL RESOURCES

No archaeological or cultural resources of significance are known at this time to exist within the planning area. Any evidence of cultural resources that might be unearthed in the process of construction becomes immediate grounds for halting all construction until the extent and significance of any find is properly catalogued and evaluated by archaeological and cultural resource authorities recognized as having competence by the State of California.

BIOLOGICAL RESOURCES

Literature Search and Consultations

A comprehensive list of all state- and federally-listed species and species of special concern that occur, or could potentially occur in the proposed project study area was developed from: 1) a review of current lists prepared by the California Department of Fish and Game (DFG) Natural Diversity Data Base of special-status species; 2) a computerized search of the California Natural Diversity Data Base (CNDDB/ RareFind report, 12 April 1999) for the Isleton USGS topographic quadrangle; and 3) a letter, dated 22 March 1999, from the U.S. Fish and Wildlife Service (USFWS), Ecological Services, Sacramento Field Office, summarizing current file data on special-status species that could occur in the project vicinity.

Information on the biology, distribution, taxonomy, legal status, and other aspects of the special-status species was obtained from documents on file in the library of Sycamore Environmental. Standard references used for the biology and taxonomy of plants included Abrams (1923-1960); California Native Plant Society (Skinner and Pavlik, eds. 1994); DFG (1997); Hickman, ed. (1993); Mason (1957); Munz (1959); Sawyer and Keeler-Wolf (1995); and Warner and Hendrix (1984). Standard references used for the biology and taxonomy of wildlife included Behler and King (1979); Ehrlich et al. (1988); Jameson and Peeters (1988); Mayer and Laudenslayer, eds. (1988); McEwan and Jackson (1994); McGinnis (1984); Moyle et al., (1995); Peterson (1990); Stebbins (1985); Thelander and Crabtree (1994); Udvardy (1977); Verner and Boss (1980); Whitaker (1980); and Zeiner et al. (1988; 1990a, b).

Biological Field Surveys

Botanical and wildlife field surveys were conducted on 7 July and 21 November 1997, 29 April 1998, and 22 May 1999. The purpose of the surveys was to identify the major plant communities, to determine the types of wildlife species that could inhabit or visit the study area, and to determine the potential for listed or candidate special-status wildlife or plant species that could occur in the study area based on the presence of suitable habitat. Identifiable plant species observed were recorded, the major plant communities, wetlands, and waters of the U.S. were identified and mapped.

Focused surveys for special-status plant and wildlife species were not conducted for the General Plan Update but will be required for any projects proposed along the Sacramento River levee.

Setting The following description is in addition to that provided in Part III of this document.

a. Vegetation and Habitats:

The major plant communities and wildlife habitat types occurring in the 235 acre project study area include urban land (developed and vacant) within the City, agricultural, riparian, and aquatic. A list of plant and wildlife species identified during the biological surveys is presented at the end of the discussion of Biological Resources (see Table VIII-5).

Urban: The primary land use (108.6 acres) in the Plan area is developed (urban and residential) land in the City of Isleton. Urban land covers most of the Plan area. Urban habitat in the Plan area is concentrated along Tyler Island Bridge Road. Vegetation occurring throughout the urban areas includes nonnative annual grasses such as Italian ryegrass, Ripgut brome, and Bermuda grass (scientific names in Appendix A). Nonnative herbaceous species such as Yellow star-thistle, Wild radish, Field mustard, Peppergrass, and Pampas grass are also present. Stands of Northern California black walnut are located along Hwy. 160, on the east side of the Sacramento River.

Agricultural: Agricultural land (26.9 acres), involving grain, forage, and row crop production, is found to the east, south and southwest of the urban areas. A number of irrigation canals occur within the agricultural lands and are vegetated with species adapted to wet habitats (e.g. Cattail, Bulrush, Cockerbur, and Waterpepper).

Riparian: Riparian woodland vegetation occurs along the Sacramento River. The riparian corridors are dominated by Valley and Coast live oaks, Narrow-leaved willow, Fremont cottonwood, California buckeye, and Himalayan blackberry. Jackson Slough serves as an agricultural drainage canal within the Plan area. Vegetation along the slough includes Narrow-leaved willow, Valley and Coast live oak, Himalayan blackberry, Giant reed, and emergent vegetation such as cattails. Several clumps of Blue elderberry shrubs were observed on the banks of the slough on the east side of Jackson Slough Road.

Shaded Riverine Aquatic (SRA) habitat is a term which refers to the unique habitat formed at the edge of a river where there is woody riparian vegetation overhanging the river's banks [US Fish & Wildlife Service -(USFWS) 1992]. An estimated seven percent of historic SRA cover remains in the lower Sacramento River and its four major sloughs, due mostly to construction of levee bank protection projects. Due to the continuing loss of this aquatic resource, SRA is considered by USFWS to be a Resource Category 1. Where SRA exists, impacts to SRA are considered to be significant.

b. Wildlife:

Wildlife habitats in the Plan area provide foraging and/or breeding habitat for wildlife species including amphibians, reptiles, birds, and mammals. Amphibian species that could occur in the Plan area include bullfrog, Pacific treefrog, and Western toad. Reptile species that may occur in the study area include Western terrestrial garter snake (*Thamnophis elegans*), Western fence lizard (*Sceloporus*

occidentalis), and Western pond turtle (*Clemmys marmorata marmorata*). Habitat for Giant garter snakes (*Thamnophis gigas*) occurs in Jackson Slough.

The riparian habitats along the Sacramento River and Jackson Slough provide nesting and foraging habitat for numerous bird species. Bird species observed in and near riparian habitats in the study area during biological surveys are listed in Table VIII-5. The agricultural lands provide foraging habitat for bird species such as Brewer's blackbird (*Euphagus cyanocephalus*), brown-headed cowbird (*Molothrus ater*), killdeer (*Charadrius vociferus*), and Western meadowlark (*Sturnella neglecta*). Raptors (birds of prey) known to forage in the vicinity of the Plan area include black-shouldered kite, Northern harrier (*Circus cyaneus*), and Swainson's hawk (*Buteo swainsoni*). Birds species that could forage in agricultural ditches and sloughs include American coot (*Fulica americana*), mallard (*Anas platyrhynchos*), and red-winged blackbird (*Agelaius phoeniceus*).

Four Swainson's hawk California Natural Diversity Data Base (CNDDDB)/RareFind nest records occur on the Isleton US Geological Survey (USGS) quad. A total of 31 nest records are known from eleven quads within 10 miles of the Plan area. None of the nest records on the Isleton quad occur within the Plan area. Swainson's hawks are known to forage and nest along the Sacramento River during spring and summer months.

Small terrestrial mammals that could inhabit the Plan area include Botta's pocket gopher (*Thomomys bottae*) and various species of mice, rats, and squirrels. Larger terrestrial mammals that could inhabit or transit through the Plan area include Beaver, Opossum, Skunk, Raccoon, and River otter. Several species of bats could occur within the Plan area. These species forage on insects over open fields, above tree canopies, and over open water. Bats could use man-made structures and spaces under bark of large trees for day roosts.

Invertebrate species of concern in the plan area include the Valley elderberry longhorn beetle (VELB; *Desmocerus californicus dimorphus*). The Valley elderberry longhorn beetle is a federally listed threatened species dependent on elderberry shrubs for its life cycle. Blue elderberry shrubs were observed along Jackson Slough near Jackson Slough Road. The Antioch dunes anthicid beetle and the Sacramento anthicid beetle require loose, sandy soils. Potential habitat for anthicid beetles in the plan area is very marginal and limited to small patches of sandy soils along the Sacramento River levee.

c. Fisheries:

Riverine habitat in the Plan area includes the Sacramento River which flows along the northern boundary of the project study area, north of the City of Isleton. The Sacramento River drains the Sacramento Valley, joins with the San Joaquin River to the southwest of Brannan and Sherman Islands, and connects the northern California waterways to the Delta and San Francisco Bay.

The Sacramento River supports important sport and commercial fisheries. Warmwater game fish found in the Sacramento River include channel (*Ictalurus punctatus*) and white catfish (*Ictalurus catus*); largemouth, smallmouth, and spotted bass (*Micropterus salmonides*, *Micropterus dolomieu*, and *Micropterus punctulatus*); carp and various sunfishes (Centrarchidae; USFWS 1966). Native freshwater fish occurring in the Sacramento River include Sacramento perch, Sacramento roach,

River lamprey, etc., as well as special-status species such as Delta smelt, Longfin smelt, Sacramento splittail, chinook salmon, and green sturgeon.

The Delta smelt is a resident fish in the Delta with an historical distribution ranging from Suisun Bay to the City of Sacramento, on the Sacramento River, and Mossdale on the San Joaquin River (59 FR 65256). Spawning has been recorded in Montezuma and Suisun sloughs and their tributaries north of Suisun Bay, in the Sacramento River up to Rio Vista, and in Barker, Lindsey, Cache, Georgiana, Prospect, Beaver, Hog, and Sycamore sloughs (Radtke 1966 and Wang 1986 in 58 FR 12854; and Wang, 1991 in 59 FR 65256).

Anadromous fish occurring in the Sacramento River include Chinook salmon (*Oncorhynchus tshawytscha*), steelhead trout (*Oncorhynchus mykiss*), American shad (*Alosa sapidissima*), striped bass (*Morone saxatilis*), and green and white sturgeon (*Acipenser medirostris* and *Acipenser transmontanus*; USFWS 1966).

d. Special-Status Species:

The CNDDB/ RareFind report and data received from the USFWS were compiled and reviewed to determine which special-status wildlife and plant species could potentially occur in the General Plan area based on presence or absence of suitable habitat. The list of all species evaluated is presented in Appendix B. Habitat for 43 of the 55 special-status species evaluated occurs or could potentially occur within the study area. Habitat was not present in the Plan area for 12 special-status species and thus these species are not discussed further in this section.

The agricultural fields in and adjacent to the Plan area provide foraging habitat for a number of special-status wildlife species including Ferruginous hawk, Western burrowing owl, Swainson's hawk, Tricolored blackbird, Mountain plover, Greater western mastiff-bat, and San Joaquin pocket mouse.

e. Sensitive Natural Communities:

The riparian woodland and Shaded Riverine Aquatic (SRA) habitats in the project study area along the Sacramento River are sensitive natural communities. The USFWS considers SRA to be a "Resource Category One" habitat, which is unique and irreplaceable. USFWS has a policy of no net loss of SRA. SRA habitat is considered important habitat for several federal and state listed and proposed fish species, including the different runs of chinook salmon and Central Valley steelhead.

In the lower 60 miles of the Sacramento River, at least 70% of the river banks have been armored by rock revetments (rip-rap). As a result, habitat values provided by natural, vegetated banks are lacking along much of the lower Sacramento River. Any loss of riparian/ Shaded Riverine Aquatic within the project study area would be considered a significant impact.

The waters of the Sacramento River are important habitat for special-status fish species such as Delta smelt, Green sturgeon, Longfin smelt, Pacific and River lampreys, and Sacramento splittail. These species live in the Sacramento River year-round. Anadromous species such as the Central Valley steelhead and Central Valley and seasonal-run Chinook salmon, pass through the Sacramento River enroute to upstream spawning grounds.

Wetlands and Waters of the U.S.

a. Definitions

The United States Army Corps of Engineers (Corps) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredge and fill material into "waters of the United States" under Section 404 of the Clean Water Act. The Corps jurisdiction over "waters of the United States" extends to the "ordinary high water mark provided the jurisdiction is not extended by the presence of wetlands" (33 CFR Part 328 Section 328.4). Waters of the United States are defined as:

All waters which are currently used, or were used in the past, or may susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide, all interstate waters including interstate wetlands, all other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which would affect interstate or foreign commerce, including such waters: Which are or could be used by interstate or foreign travelers for recreational or other purposes, or from which fish or shellfish are or could be taken and sold in interstate or foreign commerce, or which are used or could be used for industrial purposes by industries in interstate commerce; all impoundments of waters otherwise defined as waters of the United States interstate commerce, tributaries of waters identified in paragraphs 1-4 of this section, the territorial sea, and wetlands adjacent to waters (40 CFR 230.3).

Wetlands are defined for regulatory purposes as "Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas (33 CFR 328.3, 40 CFR 230.3). Wetlands also include less conspicuous wetland types such as vernal pools and other seasonal wetlands. The Corps typically takes jurisdiction over the portion of a project study area that contains waters of the United States and adjacent or isolated wetlands.

b. Jurisdictional Information:

Potential wetlands and waters of the U.S. were observed in the Plan area during surveys. A formal Section 404 delineation in accordance with the procedures of the U.S. Army Corps of Engineers Wetland Delineation Manual (Corps 1987) was not conducted as part of the General Plan EIR. A jurisdictional delineation, in accordance with Corps criteria, would provide an inventory of all wetlands and waters of the U.S. in the Plan area.

(1) *Waters of the U.S.*

The Sacramento River and Jackson Slough are waters of the U.S. The Sacramento River is a navigable water. Other jurisdictional waters of the U.S. may also be present in the Plan area.

(2) *Wetlands*

Jurisdictional wetlands are likely to occur within the Plan area. The Natural Resources Conservation Service (NRCS) has regulatory jurisdiction over agricultural lands. The NRCS may consider the agricultural lands to be either prior converted wetlands or farmed wetlands.

c. **Regulatory Considerations: Permits & Mitigation Plans**

(1) *Clean Water Act: Section 404; Rivers and Harbors: Section 10 Permits*

The U.S. Army Corps of Engineers (Corps) regulates the discharge of dredge and fill material into waters of the U.S. and wetlands under Section 404 of the Clean Water Act and regulates navigable waterways under the various Rivers and Harbors Acts. The Corps must be consulted prior to any activity that would occur within the limits of its jurisdiction.

Under Section 404 (33 U.S.C. 1344) of the Clean Water Act (CWA), as amended, the Corps of Engineers retains primary responsibility for permits to discharge dredged or fill material into waters of the United States. The Corps takes jurisdiction under Section 404 for traditionally navigable waters; all interstate waters, including interstate wetlands, all other waters including lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce; all impoundments of water that fit these definitions; territorial seas; and wetlands adjacent to waters, other than adjacent to other wetlands (33 C.F.R. 328.3).

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) prohibits the unauthorized obstruction or alteration of any navigable water of the United States. Section 10 requires the approval that the construction of any structure in or over any navigable water of the United States, or the accomplishment of any other work affecting the course, location, condition, or physical capacity of such waters is unlawful unless the work has been authorized by the Chief of Engineers.

Projects may be permitted under a Section 404 Nationwide general permit from the Corps provided that the activity meets certain criteria. Section 404 Nationwide permits are issued when a discharge causes the loss of more than 1/3 acre but less than 3 acres of waters of the U.S. and/or wetlands. If the discharge causes the loss of more than 3 acres of waters of the U.S. and/or wetlands or loss of waters of the U.S. for a distance greater than 500 linear feet of the channel or stream bed, the Corps may permit the project under an Individual permit. The Corps may authorize construction on a navigable river with a combination of Section 404 Nationwide Permits and a Section 10 Letter of Permission.

If required, an application, based on a verified delineation, will be made to the Sacramento District of the Corps for the appropriate permit. The permit conditions will be followed by the Applicant. The type of permit(s) needed will be determined by the Corps. If required as a result of permit conditions, wetland mitigation measures would be documented in a formal Wetland Mitigation and Monitoring Plan that would be submitted to the U.S. Army Corps of Engineers as an appendix to a Pre-Construction Notification.

(2) *Endangered Species Act: Section 7 and Section 10(a) Consultation*

The Corps is required under Section 7 of the Endangered Species Act (16 U.S.C. 1536) to consult with the U.S. Fish and Wildlife Service to insure that any actions authorized by the Corps do not jeopardize the continued existence of any endangered species or threatened species, or result in the destruction or adverse modification of habitat of such species which is determined to be critical.

When listed species or designated critical habitat are in the proposed project area, a biological assessment must be prepared to determine if the proposed project may affect a listed species or its habitat. Based on the biological assessment, the Corps initiates formal consultation with the USFWS and requests a biological opinion. A biological opinion must be obtained from USFWS prior to the issuance of Corps permit that may affect listed species.

(3) *401 Water Quality Certification or Waiver*

A 401 Water Quality Certification will be obtained from the Regional Water Quality Control Board (RWQCB). If a Section 404 permit is required by the Corps, a Water Quality Certification will be requested from the RWQCB. In accordance with General Condition 9 of a Nationwide Permit, a Water Quality Certification or waiver from the Board must be obtained before the Section 404 permit is effective.

(4) *1601-1603 Streambed Alteration Agreement*

The California Department of Fish and Game (DFG) has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & Game Code §1802). DFG also has regulatory authority wherever water flows in the State, including ditches dug for flood control.

Consultation with DFG will also be required prior to any project activity that will divert, obstruct, or change the natural flow or the bed, channel, or bank of any river, stream, or lake. If required, a Section 1601 or 1603 Streambed Alteration Agreement will be requested from DFG by project applicants prior to commencement of construction. Fees are required for Streambed Alteration Agreements based on construction costs of the project.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following section includes a discussion of the methods and standards of significance used for impact evaluation. This section also describes impacts upon biological resources expected to result from implementation of the proposed project, as well as applicable mitigation measures. Short-term impacts (construction related), long-term impacts, and cumulative impacts are considered.

Standards of Significance

Significance of project impacts is determined using CEQA Guidelines, and regulations established by Federal, State, and local agencies. Direct and indirect adverse impacts to biological resources are classified as significant, potentially significant, or less-than-significant based on these criteria. For purposes of evaluating impacts, biological resources are grouped into four categories: vegetation, wildlife, threatened and endangered species, and regulated "waters of the United States" and/or stream channels. Significance criteria for impacts in these categories are discussed below.

Vegetation. Adverse impacts on general vegetation types are normally considered *significant* if the project would directly or indirectly:

- substantially change the diversity or number of any species of native plants (including tree, shrubs, grasses, and aquatic plants);
- result in a barrier to the natural replenishment of existing species;
- result in the substantial reduction or alteration of sensitive plant communities.
- result in the introduction of new species of plants into an area or provide conditions suitable for expansion of populations of exotic plant species.

Wildlife. Adverse impacts on wildlife resources are normally considered *significant* if the physical habitat disturbance or associated human activity would:

- substantially change the diversity or numbers of any species of animal, or interfere with the survival, growth, or reproduction of a substantial proportion of a wildlife or fish population;
- result in the introduction of new species of animals into an area;
- substantially interfere with the movement of any resident or migratory animals; or
- result in the substantial deterioration of existing wildlife habitat.

Special-Status Species. This impact category addresses a broad range of species designated as "special-status species" by local, State, or Federal agencies. Adverse impacts are considered *significant* if the project would:

- reduce the numbers of any unique, rare, threatened or endangered species of plants or animals;
- result in habitat modification or degradation that significantly impairs essential behavioral patterns, including breeding, feeding or sheltering; or
- result in the permanent loss of habitat essential for the continued existence of a special-status species.

A *potentially significant* designation is used under circumstances where the presence of a special-status species or resource was uncertain and project construction could result in its loss. This designation is also used if it is unclear if the proposed project would result in a significant adverse impact, but the likelihood is great. *Less-than-significant* impacts are those impacts not considered either significant or potentially significant. Impacts were generally considered less-than-significant if the habitats and species affected are common and widespread in the region and in the State.

"Waters of the United States" and/or Stream Channels. Pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), the Corps regulates the disposal of dredged or fill material into "waters of the United States" (33 CFR Parts 328 through 330), and the excavation of soil or other materials from "waters of the United States" (Federal Register: 58 FR 45008, August 25, 1993). Any unauthorized and unmitigated impacts on Corps-regulated areas on a project site were considered a *significant impact*.

Under Sections 1601-1603 of the California Fish and Game Code, CDFG regulates activities that divert, obstruct, or alter stream flow, or substantially modify the bed, channel, or bank of a stream or its riparian vegetation. Any proposed activity that would result in modifications to a natural stream channel without prior authorization from DFG was considered a *significant impact*.

Vegetation

Setting:

Sensitive natural communities occurring in the project area include riparian woodlands, riparian scrub, emergent wetlands, and Shaded Riverine Aquatic habitat (SRA) along the Sacramento River. Riparian scrub and emergent wetlands occur along Jackson Slough. These communities provide habitat for special-status plant, wildlife, and fish species. Agricultural croplands, which comprise 11% the General Plan area, provide foraging habitat for Swainson's hawk and other wildlife species. Elderberry shrubs are known to occur in the Plan area. These habitats could be affected by development in the Plan area.

Significance Criteria:

Under CEQA Guidelines a project would have a significant effect on the environment if it substantially affects a rare, threatened or endangered species of plant or the habitat of such species.

Impacts:

1. **Loss of Sensitive Natural Communities and Shaded Riverine Aquatic habitats.** The loss of riparian woodlands and SRA along the Sacramento River would result in a significant impact because these habitats are sensitive resources and provide potential habitat for sensitive plant and wildlife species. Project development could result in the removal of portions of riparian woodland, SRA, and/or riparian scrub habitat. Any loss of riparian/ Shaded Riverine Aquatic within the Isleton General Plan area would be considered a significant impact. [significant]
2. **Loss of Elderberry Shrubs.** The loss of elderberry shrubs would be a significant impact because of the loss of habitat for a Federal Threatened species (Valley elderberry longhorn beetle). [significant]
3. **The loss of special-status plant species.** Development that would remove or alter riparian scrub habitat along Jackson Slough or along the waterside of the Sacramento River levee could result in a significant impact to Mason's lilaeopsis, Suisun marsh aster, Delta tule-pea, and/or Delta mudwort. [significant]

Mitigation Measures:

1. **Sensitive Natural Communities and Shaded Riverine Aquatic habitats.** These habitats will be avoided to the extent possible during project design. The following mitigation measures are based on the assumption that most of the existing riparian habitat would be removed. Where SRA is not affected, the measures are unnecessary.
 - a. Riparian/ SRA habitat lost due to construction will be mitigated at a ratio acceptable to the regulatory agencies. Mitigation could be based on acreage affected, value of habitat lost, or a combination of these or other factors. The Applicant will develop

mitigation measures acceptable to USFWS, NMFS, and DFG for the loss of riparian SRA habitat.

- b. Applicant will prepare a comprehensive SRA and Fisheries Mitigation Plan and submit to USFWS and NMFS (via the Corps of Engineers) in conjunction with a formal Section 7 consultation. The Plan shall be prepared by a certified arborist (International Society of Arborists) or other qualified biologist or restoration specialist. The Mitigation Plan will address any on-site or off-site measures that will be conducted. The City will verify receipt of a Corps Section 404 and/or Section 10 permit and a Biological Opinion from USFWS and/or NMFS prior to issuing a grading permit.
 - c. The Applicant will obtain a 1601-1603 Streambed Alteration Agreement from DFG. The SRA and Fisheries Mitigation Plan will be submitted in support of the 1601-1603 application. Applicant will determine from DFG if any additional mitigation measures need to be performed. The City will verify receipt of an approved 1601-1603 agreement prior to issuing a grading permit.
2. **Elderberry Shrubs.** Elderberry shrubs will be avoided to the maximum extent possible. At the present time, it is unknown if any elderberry shrubs would be affected. Any elderberry shrubs that cannot be avoided will be mitigated in accordance with U.S. Fish and Wildlife Service guidelines (e.g., "General Compensation Guidelines for the Valley Elderberry Longhorn Beetle, U.S. Fish and Wildlife Service" 1994). The regulatory authority for 'take' of elderberry shrubs is based on an incidental take permit pursuant to section 7(a) or section 10 of the Federal Endangered Species Act (FESA), following a period of formal consultation. A section 10 consultation applies if a Federal agency is not involved with the project. A section 7 consultation is required if a Federal agency is involved and a take would occur. The City will verify Applicant's receipt of a Biological Opinion from USFWS regarding VELB prior to issuing a grading permit.

Under FESA, the Secretary of Interior may issue an Incidental Take Permit upon completion of an acceptable mitigation plan for elderberry shrubs. The current Service guidelines specify mitigation ratios and monitoring requirements. If any individual shrubs or clumps of elderberry shrubs would be affected by the proposed project, consultation will commence with the U.S. Fish and Wildlife Service, and an elderberry mitigation plan will be prepared and submitted to the Service for review and approval.

- 3 **Special-Status Plant Species.** Blue skullcap, California hibiscus, Delta mudwort, Delta tullepea, Mason's lilaeopsis, Northern California black walnut, Sanford's arrowhead, Suisun Marsh aster, and Valley spearscale are special-status plant species that could potentially occur in the Plan area. Prior to construction, focused surveys will be conducted for special-status plant species by a qualified botanist to determine the presence or absence of sensitive species.

Application of the above mitigation measures will reduce all impacts to acceptable levels. For the Valley elderberry longhorn beetle, this will occur by ensuring that Blue elderberry shrubs will be avoided to the maximum extent possible and that any unavoidable loss of this species will be mitigated in accordance with established guidelines of the U.S. Fish and Wildlife Service.

Wildlife

Setting:

Swainson's hawk, a State Threatened species, migrates from Mexico and Central America in the spring and returns in the fall. This species occurs in open areas such as savannas, prairies, deserts, and open pine-oak woodlands (Ehrlich et al., 1992). In the California Central Valley this species prefers riparian areas adjacent to alfalfa, hay, or wheat fields supporting microtine rodent populations (CNDDDB 1993). This species is known to nest in riparian trees along the Sacramento River within several miles of the Plan area.

Giant garter snakes (GGS) occur in scattered populations in the Delta. Populations are known to occur north of Isleton in the Yolo Bypass, south of Isleton on Sherman Island, and east of Isleton near I-5 and Hwy 12. Due to the existing levels of disturbance from both urbanization and agriculture, habitat in the plan area is marginal. Jackson Slough and irrigation ditches provide marginal habitat for GGS. The Sacramento River corridor also provides marginal habitat for GGS.

Sand dunes found along the Sacramento River provide marginal habitat for the Antioch anthicid beetle and Sacramento anthicid beetle. These beetles need loose sandy dunes in which to live. If the sand has become compacted, the beetle will not inhabit it. Within the Plan area, sandy areas along the Sacramento River levee provide marginal habitat. The presence of these species within the Plan area has not been established.

Significance Criteria:

Under CEQA Guidelines a project would have a significant effect on the environment if it substantially affects a rare, threatened or endangered wildlife species or its habitat, or interferes substantially with the movement of any resident or migratory wildlife or fish species.

Impacts:

1. **Loss of Agricultural Croplands.** Approximately 26.9 acres of agricultural land that provides suitable Swainson's hawk foraging habitat could eventually be lost through implementation of the plan. An additional 37 acres would be lost if the area shown for a combination of industrial, residential and open space reserve south of the Ball Park were also urbanized. Development of agricultural lands within the plan area will reduce winter foraging habitat for Aleutian Canada goose, Ferruginous hawk, and Mountain plover, and summer foraging habitat for Swainson's hawk, Tricolored blackbird, and Western burrowing owl. Due to the large regional base, this impact is not significant but contributes to the cumulative loss of such habitats. [less than significant]
2. **Impacts to Swainson's Hawk and other Birds-of-Prey:** The Swainson's hawk is a state listed threatened species and is a migratory bird species protected under the federal Migratory Bird Treaty Act (MBTA). Other birds-of-prey, White-tailed kite, Ferruginous hawk, Cooper's hawk, Sharp-shinned hawk, etc., are protected under various state and federal statutes and regulations such as the MBTA, USFWS Migratory Nongame Birds of Management Concern, DFG species of concern, and DFG Fully protected bird species.

The Fish and Game Code (FGC) states "It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation made pursuant thereto" [FGC Section 3503.5]. Take of a bird-of-prey or its nest would be a significant, avoidable impact.

Although no raptor nests were observed within the study area, it is possible that raptors could establish nests before construction begins. Active nest trees could be removed during construction. Removal or abandonment of an active Swainson's hawk nest (any use within past 5 years) or other raptor nest due to construction activity would constitute a significant impact. The direct injury or death of raptor species due to construction activities, or any construction-related disturbance that causes nest abandonment or forced fledging, would be a significant impact. [significant]

There are no known Swainson's hawk nests in trees located within the Plan area. The loss of an active Swainson's hawk nest tree would constitute a significant impact.

3. **Giant Garter Snake** is a state and federal threatened species. Its range and numbers have been significantly reduced by conversion of wetland habitats to agriculture and urban development. The direct injury or death of an individual GGS would be a significant impact. Loss of GGS habitat would result in a significant impact. Construction in GGS habitat during the winter aestivation period (1 Oct - 30 Apr) is a potentially significant impact because snakes are in dormancy below ground and unable to exit the construction area. Accidental spills of fuel or other chemicals into waterways during construction may also pose a hazard. [significant]
4. **Anthicid Beetles.** Projects that contribute to the stabilizing or compaction of sand dunes could result in a significant impact to the Antioch anthicid beetle and Sacramento anthicid beetle. [potentially significant]

Mitigation Measures:

1. **Swainson's Hawk** The following mitigation measures will reduce potential impacts to Swainson's hawk to less-than-significant:
 - a. The Applicant will retain a biologist to conduct a pre-construction survey to determine if Swainson's hawk nests occur in or within 0.25 mile of the project area. If construction begins outside the breeding season (1 March to 30 August) there will be no need to conduct surveys for active nests.
 - b. If active Swainson's hawk nests are located within 0.25 mile, the biologist will record the location(s) on a site map. During construction, the biologist will monitor for nesting disturbance caused by construction activities. The biological monitor will have the authority to stop construction if construction appears to be adversely affecting the birds.

- c. No disturbance shall occur within 250 ft of an active Swainson's hawk nest during the breeding season (1 March to 30 August). A minimum 250 ft buffer shall be established around active nest trees. The location of the buffer zone will be determined by a qualified biologist. The Applicant shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained throughout the construction period.
 - d. If Swainson's hawks have established nests on or within 0.25 mile of the project site, the Applicant shall inform DFG via letter to determine if any additional mitigation measures need to be implemented. DFG may chose to make an site visit to assist in developing additional mitigation measures. The Applicant shall inform the City if DFG requests the implementation of any additional mitigation measures.
 - e. The Applicant will report the results of the nest survey to the City. The City shall verify receipt of the survey report prior to issuing a grading permit.
2. **Other birds-of-prey** The following mitigation measures will reduce potential impacts to other birds-of-prey to less-than-significant:
- a. The Applicant will retain a biologist to conduct a pre-construction survey to determine if active bird-of-prey nests occur in or within 250 ft of the project area. If construction begins outside the breeding season (1 March to 30 August), there will be no need to conduct surveys for active nests.
 - b. If active nests are located within 250 ft, the biologist will record the location(s) on a site map. The Applicant will report the results of the nest survey to the City. The City shall verify receipt of the survey report prior to issuing a grading permit.
 - c. A minimum 250 ft buffer shall be established around active nest trees. The location of the buffer zone will be determined by a qualified biologist. The Applicant shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained throughout the construction period. No disturbance shall occur within 250 ft of an active bird-of-prey nest during the breeding season (1 March to 30 August).
3. **Giant Garter Snake** The following mitigation measures will reduce potential impacts to other GGS to less-than-significant:
- a. The Applicant will retain a biologist to conduct a pre-construction survey to determine if GGS occur in or within 250 ft of projects along or incorporating portions of the Sacramento River, Jackson Slough, or irrigation ditches.
 - b. If GGS are located within 250 ft, the biologist will record the location(s) on a site map. The Applicant will report the results of the survey to the City. The City shall verify receipt of the survey report prior to issuing a grading permit.

- c. If GGS is found, its habitat will be avoided to the maximum extent practicable. Loss of habitat will be mitigated at a ratio of not less than 1:1.
 - d. Consultation shall be initiated with USFWS and DFG if construction occurs within GGS habitat.
 - e. Construction in GGS habitat shall be limited to between 1 May to 1 October.
 - f. A construction monitor must be present during ground-disturbing activities to protect and evaluate any snakes encountered. Any snake found on the site must be avoided. If a GGS becomes trapped or retreats into an area subject to construction disturbance, all work in that area shall stop. USFWS and DFG shall be immediately notified to determine appropriate actions.
4. **Anthicid Beetles.** Prior to disturbance of any levees along the Sacramento River, focused surveys will be conducted to determine if populations of the Antioch anthicid beetle and/or Sacramento anthicid beetle exist in proposed impact areas.

Application of the above mitigation measures will reduce all impacts to acceptable levels.

Fisheries:

Setting:

Rivers and sloughs are habitat, feeding, spawning and migration grounds for a number of fish species, both native and nonnative. Some of the more important species include Delta smelt, Sacramento splittail, Longfin smelt, Central Valley steelhead, Central Valley spring and fall-run chinook salmon, and river and pacific lampreys.

Anadromous salmonid species, such as winter-run and spring-run chinook salmon and Central Valley steelhead, are special-status fish that have various state and federal listings as threatened and/or endangered. Salmonid species migrate into the Sacramento River and spawn well upstream of the study area.

Delta smelt is a state threatened species and became a federal listed threatened species in 1993 (58 FR 12854). Historically, Delta smelt are thought to have occurred from Suisun Bay upstream to the City of Sacramento on the Sacramento River, and to the City of Mossdale on the San Joaquin River (Moyle et al. 1992 cited in 59 FR 65256). However, recent surveys have documented the presence of young Delta smelt from Suisun Bay and as far north as the confluence of the Sacramento and Feather rivers (Wang 1991, cited in 59 FR 65256). Delta smelt could use the Sacramento River as a travel corridor to reach the Feather River or to travel downstream.

Critical habitat for Delta smelt was defined by the USFWS in 1996 (59 FR 65256) as "areas of all water and all submerged lands below ordinary high water and the entire water column bounded by and contained in Suisun Bay; the length of Goodyear, Suisun, Cutoff, First Mallard (Spring Branch), and Montezuma sloughs; and the existing contiguous waters contained within the Delta, as defined

in section 12220 of the California Water Code." The project study area is situated within the geographical limits of critical habitat for Delta smelt defined in 59 FR 65256.

Critical habitat for Delta smelt encompasses habitat to support four life stages: spawning habitat, larval and juvenile transport, rearing habitat, and adult migration (59 FR 65256). Maintenance of suitable water quality and adequate river flow is important for each life stage.

Sacramento splittail are known to occur in the Sacramento River both upstream and downstream of the study area. Instream habitat requirements for Sacramento splittail are similar to that of Delta smelt and thus impacts and mitigation measures are similar.

Significance Criteria:

Under CEQA Guidelines a project would have a significant effect on the environment if it substantially affects a rare, threatened or endangered wildlife species or its habitat, or interferes substantially with the movement of any resident or migratory wildlife or fish species.

Impacts:

1. **Anadromous salmonids, Delta smelt, Sacramento splittail, and other fish species.** Impacts that would contribute to a temporary and/or permanent loss of or a reduction in the quality of existing fisheries habitat within the project study area include: removal of existing riparian vegetation; river bank stabilization; dredging activities; and removal of shallow water habitat. Instream construction can adversely affect outmigrating juveniles. During an accidental spill of contaminants (e.g., gasoline, oil, etc.), it is possible that special-status fish species could be adversely affected due to changes in water quality.
2. A temporary and/or permanent loss of or a reduction in the quality of existing fisheries habitat would result in a significant impact. The loss of riparian and/or SRA habitat would also result in a significant impact to special-status fish species by removing protective cover and by reducing the quality of habitat and biotic diversity of the river.
3. Dredging activities, construction activities, pile-driving, and run-off from grading can contribute to a temporary reduction in the quality of existing fisheries habitat through physical disruption of the river bottom and water column and increase turbidity. A temporary or permanent loss or reduction in the quality of existing special-status fish species habitat will result in a significant, avoidable impact. Construction activities that occur outside the recommended construction windows may result in a significant, avoidable impact.

Mitigation measures:

1. **Anadromous salmonid species.** Mitigation measures for salmonids will be described in a comprehensive SRA and Fisheries Mitigation Plan. The Applicant will initiate informal consultation with NMFS, USFWS, and DFG to determine if any additional mitigation measures are needed to reduce the potential for impact on special-status salmonids to less than significant. Based on the mitigation described in the comprehensive Plan and any subsequent amendments, the Applicant will obtain a Biological Opinion from USFWS

authorizing incidental take of SRA and fisheries habitat. The City will verify an Applicant's receipt of a Biological Opinion from USFWS and/or NMFS for SRA and special-status species prior to issuing a grading permit. Instream construction windows for the special-status salmonids is 1 June through 15 September.

2. **Delta smelt and Sacramento splittail.** Mitigation measures for Delta smelt will be described in a comprehensive SRA and Fisheries Mitigation Plan. The Applicant will initiate informal consultation with NMFS, USFWS, and DFG to determine if any additional mitigation measures are needed to reduce the potential for impact on Delta smelt to less than significant. Based on the mitigation described in the SRA and Fisheries Mitigation Plan and any amendments to it, the Applicant will obtain a Biological Opinion from USFWS authorizing incidental take of SRA and fisheries habitat.

The Applicant shall conduct a Formal Section 7 Consultation with USFWS via the Corps to address the proposed project's impacts to Delta smelt and designated critical habitat. Instream construction will be limited to 1 June through 15 September. The City will verify Applicant's receipt of a Biological Opinion from USFWS and/or NMFS for SRA and Delta smelt prior to issuing a grading permit.

Application of the above mitigation measures will reduce all impacts to acceptable levels.

Wetlands and Waters of the United States

Setting:

The Sacramento River and Jackson Slough are waters of the U.S. Other jurisdictional wetlands and waters of the U.S. may occur within the plan area.

Significance Criteria:

Discharge of fill into waters of the U.S. is a significant impact. Reduction in the navigable width of a waters of the U.S. is a significant impact.

Impacts: Potential impacts to wetlands and waters of the U.S. include discharging fill, dredging, channelization, and construction activities.

Mitigation measures: A jurisdictional delineation of wetlands and waters of the U.S. shall be conducted. The delineation report shall be submitted to the Corps for verification. Based on the delineation, project impacts to Corps regulated resources should be evaluated. Applicants shall coordinate with the Corps and DFG to determine what permits may be required.

Application of the above mitigation measures will reduce all impacts to acceptable levels.

TABLE VIII-5

PLANT AND WILDLIFE SPECIES OBSERVED IN THE PLANNING AREA

PLANTS

<u>Family</u>	<u>Genus</u>	<u>Species</u>	<u>Ssp. var</u>	*	Common Name
Aceraceae	<i>Acer</i>	<i>negundo</i>	ssp.	N	Box elder
Apiaceae	<i>Foeniculum</i>	<i>vulgare</i>		I	Fennel
Apiaceae	<i>Conium</i>	<i>maculatum</i>		I	Hemlock
Asteraceae	<i>Centaurea</i>	<i>solsitalis</i>		I	Yellow star-thistle
Asteraceae	<i>Cynara</i>	<i>cardunculus</i>		I	Artichoke thistle
Asteraceae	<i>Sonchus</i>	<i>oleraceus</i>		I	Common sow thistle
Asteraceae	<i>Xanthium</i>	<i>strumarium</i>		I	Cocklebur
Brassicaceae	<i>Brassica</i>	<i>rapa</i>		I	Field mustard
Brassicaceae	<i>Lepidium</i>	<i>latifolium</i>		I	Peppergrass
Brassicaceae	<i>Raphanus</i>	<i>raphanistrum</i>		I	Jointed charlock
Brassicaceae	<i>Raphanus</i>	<i>sativus</i>		I	Radish
Cyperaceae	<i>Scirpus</i>	sp.		N	Tule
Equisetaceae	<i>Equisetum</i>	<i>arvense</i>		N	Common horsetail
Fagaceae	<i>Quercus</i>	<i>agrifolia</i>	var. <i>agrifolia</i>	N	Coast live oak
Fagaceae	<i>Quercus</i>	<i>lobata</i>		N	Valley oak
Hippocastanaceae	<i>Aesculus</i>	<i>californica</i>		N	California buckeye
Juglandaceae	<i>Juglans</i>	<i>californica</i>	var. <i>hindsii</i>	N	N. Cal black walnut
Poaceae	<i>Arundo</i>	<i>donax</i>		I	Giant reed
Poaceae	<i>Avena</i>	<i>barbata</i>		I	Slender wild oat
Poaceae	<i>Bromus</i>	<i>diandrus</i>		I	Ripgut grass
Poaceae	<i>Cortaderia</i>	<i>selloana</i>		I	Pampas grass
Poaceae	<i>Cynodon</i>	<i>dactylon</i>		I	Bermuda grass
Poaceae	<i>Hordeum</i>	<i>jubanum</i>		N	Foxtail barley
Poaceae	<i>Lolium</i>	<i>multiflorum</i>		I	Italian ryegrass
Poaceae	<i>Sorghum</i>	<i>halapense</i>		I	Johnsongrass
Polygonaceae	<i>Polygonum</i>	<i>hydropiperoides</i>		N	Waterpepper
Polygonaceae	<i>Rumex</i>	<i>crispus</i>		I	Curly dock
Rosaceae	<i>Rubus</i>	<i>discolor</i>		I	Himalayan blackberry
Salicaceae	<i>Populus</i>	<i>fremontii</i>	ssp. <i>fremontii</i>	N	Fremont cottonwood
Salicaceae	<i>Salix</i>	<i>exigua</i>		N	Narrow-leaved willow
Typhaceae	<i>Typha</i>	<i>angustifolia</i>		N	Narrow-leaved cattail

* N - Native; I - Introduced.

WILDLIFE

Birds

American crow	<i>Corvus brachyrhynchos</i>
Barn swallow	<i>Hirundo rustica</i>
Black phoebe	<i>Sayornis nigricans</i>
Black-shouldered kite	<i>Elanus caeruleus</i>
Bushtit	<i>Psaltriparus minimus</i>
European starling	<i>Sturnus vulgaris</i>
House finch	<i>Carpodacus mexicanus</i>
Nuttall's woodpecker	<i>Picoides nuttallii</i>
Red-tailed hawk	<i>Buteo jamaicensis</i>
Rock dove	<i>Columba livia</i>
Scrub jay	<i>Aphelocoma coerulescens</i>
Yellow-billed magpie	<i>Pica nuttalli</i>

Source: Sycamore Environmental Consultants

SECTION E - ALTERNATIVES TO THE PROPOSED ACTION

CEQA requires that alternatives should be discussed in the context of what is reasonable and feasible, that reasons for their rejection by the project sponsor be explained, that the alternative of "no project" be described, that additional significant effects (if any) be described, and that discussion focus on alternatives capable of eliminating or reducing any significant adverse physical environmental effects to a level of insignificance. More specifically, Section 15126 (d) sets forth the following requirements in describing alternatives to the proposed action:

"(d) Alternatives to the Proposed Action. Describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives.

- (1) If there is a specific proposed project or a preferred alternative, explain why the other alternatives were rejected in favor of the proposal if they were considered in developing the proposal.
- (2) The specific alternative of "no project" shall also be evaluated along with the impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the alternatives.
- (3) The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- (4) If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed but in less detail than the significant effects of the project as proposed. [County of Inyo v. City of Los Angeles, 124 Cal. App. 3d 1.]
- (5) The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The key issue is whether the selection and discussion of alternatives foster informed decision-making and informed public participation. An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. [Residents Ad Hoc Stadium Committee v. Board of Trustees, (1979) 89 Cal. App. 3d 274.]"

THE ALTERNATIVE OF NO PROJECT

This alternative is not feasible because the preparation, adoption and maintenance of a General Plan is mandated by provisions of the California Government Code. Failure by any city or county to meet these requirements is considered grounds for serious sanction by the State, including a halt to all

development review and approval activities by the City until the plan is prepared and/or updated in accordance with State Law.

THE ALTERNATIVE OF MAINTAINING POLICIES AND PROPOSALS OF THE 1979 GENERAL PLAN, AS AMENDED

The 1979 General Plan (as amended), is deficient in that it does not include an update of all of the elements of the General Plan that were required by law in 1979 and thereafter. Another deficiency is that a long series of amendments since 1979 have been processed as Negative Declarations under CEQA. While each was justified, their cumulative impact now justifies preparation of this EIR as part of the General Plan.

THE ALTERNATIVE OF REDUCING THE AREA NEEDED FOR URBAN EXPANSION

The potential for activating this alternative is already built into policies and proposals of the General Plan through the policy designating lands to be held in "reserve" for eventual industrial, residential and open space use sometime after the year 2010. If population and employment growth occurs at a much lower rate than anticipated by the Plan, the non-reserve areas are still capable of accommodating an added population that would double the existing population of 850 to about 1,700. A lower population holding capacity is also possible if flood control cannot be provided for areas designated for residential use west of H Street.

THE ALTERNATIVE OF REQUIRING SUBSTANTIAL IN-FILL

This approach is essentially the one being fostered by policies and proposals of the General Plan, that would prevent further urban expansion at the urban fringe until a large percentage of existing by-passed lands within the City limits were developed first.

THE ALTERNATIVE OF SUBSTANTIALLY INCREASING THE AREA FOR URBAN EXPANSION

This alternative is not practical except as provided for by designation of the Urban Reserve south of the City limits. Under Section A of the Community Development Element pertaining to Land Use, criteria are set forth by which the City may consider large-scale development proposals on their merits. The criteria require preparation of a Specific Plan, Specific Plan EIR, market analysis, fiscal analysis and development agreement as conditions preparatory to City approval of any development within the Urban Reserve.

ALTERNATIVE APPROACHES TO FLOOD CONTROL

In the discussion of flood control in Section D of Part IV, several options are described including the following:

1. Joining with the Reclamation and Levee Maintenance Districts in seeking a program that would provide 100 year flood protection to all of Andrus/Brannan Island.

2. For the community as a whole, the relocation of State Route 160 to an elevation that would provide 100 year flood protection for the affected acreage between the highway realignment and the Sacramento River (the preferred alignment shown on the General Plan Diagram).
3. Construction of a cross-levee between Georgiana Slough and the Sacramento River levee to protect the entire City and substantial farmland acreage south of the City. This would require strengthening and increasing the height of the Georgiana Slough levee for the section upstream of the cross levee. (Note: This was the principal proposal of the 1979 General Plan.)
4. For the area east of H Street, relocate Route 160 as shown in the Circulation Element as Alternative #'s 2, 3 and 4 to an elevation above the 100 year flood plain.
5. Multi-story construction with garages at the ground floor level to elevate residential quarters above the 100 year flood plain.

An additional option to be considered is:

6. Seek State and/or federal financial assistance to provide an urban level of 100 year flood protection for the Isleton planning area which is the only area within the Delta which lays outside the jurisdiction of the Delta Protection District.

AN ALTERNATIVE STREET DESIGN FOR THE SECOND STREET COMMERCIAL CORRIDOR

This alternative design would avoid traffic congestion as traffic increases along the State Route 160 through town, by separating on-street parking from direct highway access. However, the potential for congestion will be mitigated if the highway is relocated around the community.

AN ALTERNATIVE ACCESS ROUTE FROM STATE ROUTE 160 FOR RECREATION VEHICLES DESTINED FOR THE RV PARK PROPOSED ALONG JACKSON SLOUGH ROAD

Separate access from the State highway to the proposed RV Park should be considered as one way to mitigate the traffic congestion posed by using the existing street system as the sole means of access. The access alignment could be made a part of the State Route 160 by-pass discussed above, or become a separate street. In either case, heavy daily and weekend traffic congestion caused by RV traffic along Jackson Slough Road, Jackson Bl vd., A Street and the Second Street corridor would be avoided.

THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmentally superior alternative is the project as proposed. The proposed General Plan seeks a modest increase in population over the next 20 years without having to annex additional lands. Lands held in reserve for limited industrial, residential and open space expansion involve only 37 acres. Proposals of the General Plan have been reviewed as to their environmental impact, and only limited irreversible impacts are expected with respect to the conversion of agricultural land, additions of air pollutants and a potential for a nominal loss of foraging habitat for the Swainson's hawk.

The proposals of the General Plan do not significantly differ from those of the 1979 General Plan in that they do not require annexation and the principal land use designations remain unchanged. The major differences are in policies needed to guide development, environmental mitigation required to avoid adverse impacts on the environment, and an update and expansion of all elements of the General Plan in accordance with State Law.

SECTION F - CUMULATIVE IMPACTS

GENERAL CONSIDERATIONS

General Plan policies (especially those pertaining to Land Use) commit substantial acreage to residential, commercial, industrial, public and other use. Most of the land yet to be developed in urban use would result in the conversion of vacant lands that have been bypassed by the process of urban expansion over the years. Exceptions would be lands in marginal agricultural use because of inadequate area for economical agricultural use or because of being surrounded or nearly surrounded by urban development.

The revised policies and proposals of the General Plan modify and alleviate impacts anticipated under previous General Plan policy. In the long-term, the City of Isleton and County of Sacramento will benefit by a modest rate of population growth consistent with the ability of the City to provide municipal services. The proposed project (updated General Plan) is justified now in order to meet changing conditions and needs and to reflect current mandates of the State Planning Law. Postponement of action would lead to negative effects, including the continuation of conflicts and inconsistencies among elements of the General Plan, and inability by the City to adequately respond to the needs of its citizens.

CUMULATIVE IMPACTS

The most potentially serious cumulative impacts posed by any General Plan proposal is the designation of the large area of Urban Reserve south and southwest of the City. This might suggest a potential for undue pressure for the conversion of other productive agricultural lands farther south and west. Fortunately, the Urban Reserve policies of the Plan set forth at the end of Section A of Part IV provide substantial protection of the interests of the City and of Sacramento County from any speculative development proposals that might otherwise arise. As a practical matter, no development will occur in this area until or unless the City is satisfied with a Specific Plan and EIR for the proposed development, market analysis and fiscal impact analysis in support of the project(s), and a development agreement between the City and developer(s) to the satisfaction of the City.

CUMULATIVE IMPACTS ON PUBLIC SERVICES

The cumulative impacts on public services, including schools, fire and police protection service, water-sewer-drainage, and recreation will occur incrementally and gradually as the urban area expands. A key policy of the General Plan requires the phasing of development in a manner which will not place undue strain on the ability of local government to provide adequate levels of public service. However, the application of this policy must occur at the time of considering environmental assessments of separate development proposals to assure that each project can be sustained. The City's ability to manage growth will also depend on provisions of its Financial Plan and Capital

Improvement Program. This Plan and Program will provide foresight on the timing when additional service capability and public improvements will be needed, and of the fair-share costs to be assessed during the development review process.

OTHER CUMULATIVE IMPACTS

Other cumulative impacts concerning air quality, circulation and traffic, water quality, public safety, noise, population, housing, human health, and cultural resources are covered in Parts IV, V and VI, and/or have been addressed previously in Part VIII. Further discussion is also provided in the attached Initial Study.

SECTION G - SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES UNDER THE PROJECT

The significant irreversible environmental changes that will occur if the General Plan is implemented will be the conversion of about 63 acres of agricultural land to urban use over the next 20 years, including 37 acres designated for industrial, residential and open space reserve. Other irreversible changes include:

1. Improvements to the street and highway system which will influence land use patterns and increase and redistribute volumes of traffic;
2. Air pollutant emissions added to the regional air envelope; and
3. A nominal reduction in the amount of foraging habitat available to the Swainson's hawk.

It is also anticipated that many positive changes will occur that will enhance the quality of life for Isleton residents, such as additional parks and improved living conditions, that may also may be classed as irreversible.

Irreversible changes that might occur as the result of development approved within the area designated for "Urban Reserve south of the City will have to stand the test of separate environmental assessment if and when development applications are received, reviewed and approved by the City consistent with the criteria set forth at the end of Section A of Part IV pertaining to Land Use.

SECTION H - GROWTH-INDUCING IMPACT

The growth-inducing impact of the General Plan is to encourage, indirectly, a very modest 850 increase in population together with all of the public and private facilities and services needed to serve that population. The extent of this secondary level of impact has been covered extensively in all of Parts I, IV, V, VI and VIII.

SECTION I - EFFECTS FOUND NOT TO BE SIGNIFICANT

Effects found not to be significant are listed and described in the attached Initial Study.