



REVISED Negative Declaration

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

1. **Control Number:** PLER2016-00076
2. **Title and Short Description of Project:** Watt Avenue Complete Street Project
The County of Sacramento Department of Transportation (SacDOT) proposes to modify Watt Avenue from the westbound I-80 off ramp to Roseville Road to provide seven-foot wide Class II bike lanes in the northbound and southbound directions. In addition, there will be new raised medians, landscaped buffer, curb, gutter, and separated sidewalks. Signal modifications at the following intersections are also proposed to account for new bike lanes at Watt Ave and Winona Way and Watt Ave and Myrtle Ave.
Although the project is adding to the right of way, it will not result in any additional vehicle lanes and therefore will not increase vehicular capacity. The project will promote multi-modal accessibility and safety by improving pedestrian, bicycle, and public transit facilities. The maximum depth of construction is expected to be two feet. The project is located approximately 800 feet north of Interstate 80 and 900 feet east of McClellan Airfield in the Triangle Gateway District of the North Highlands community in unincorporated Sacramento County.
3. **Assessor's Parcel Number:** N/A
4. **Location of Project:** The project site is located along Watt Avenue from the westbound Interstate-80 Watt Avenue exit and extends north to the intersection of Roseville Road.
5. **Project Applicant:** Sacramento County Department of Transportation (SacDOT)
6. Said project will not have a significant effect on the environment for the following reasons:
 - a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
 - b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
 - c. It will not have impacts, which are individually limited, but cumulatively considerable.
 - d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
8. The attached Initial Study has been prepared by the Sacramento Office of County Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

[Original Signature on File]

Tim Hawkins

Environmental Coordinator

County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW DIVISION
REVISED INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLER2016-00076

NAME: Watt Avenue Complete Street Project

LOCATION: The project site is located along Watt Avenue from the westbound Interstate-80 Watt Avenue exit and extends north to the intersection of Roseville Road.

APPLICANT: Sacramento County Department of Transportation (SacDOT)

PROJECT DESCRIPTION

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Although the project is adding to the right of way, it will not result in any additional vehicle lanes and therefore will not increase vehicular capacity. The project will promote multi-modal accessibility and safety by improving pedestrian, bicycle, and public transit facilities. The maximum depth of construction is expected to be two feet.

The project is located approximately 800 feet north of Interstate 80 and 900 feet east of McClellan Airfield in the Triangle Gateway District of the North Highlands community in unincorporated Sacramento County (Reference Plate IS-1, Plate IS-2, Plate IS-3, and Plate **IS-4**).

Plate IS-1: Project Vicinity Map

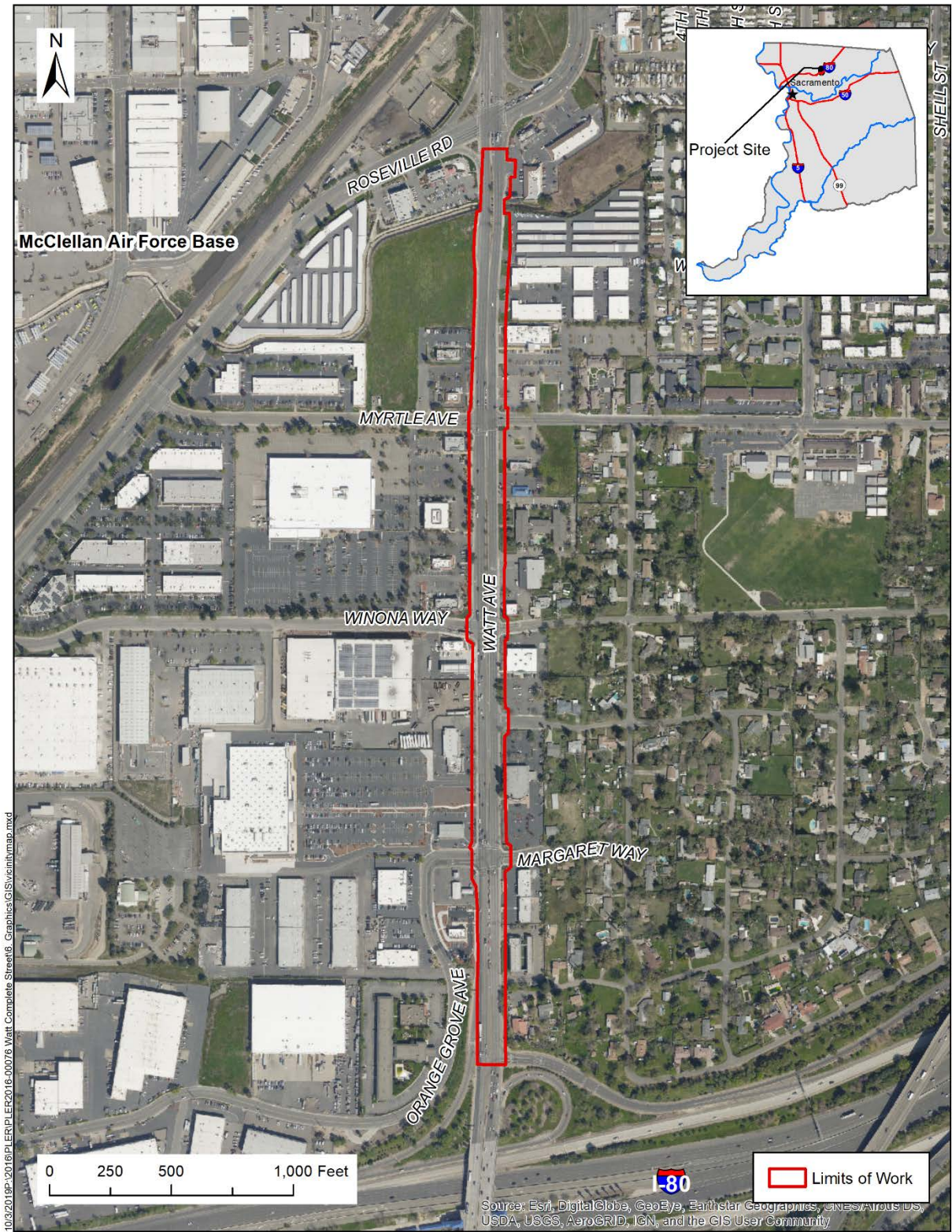


Plate IS-2: Striping and Right-of-Way Acquisition Plan

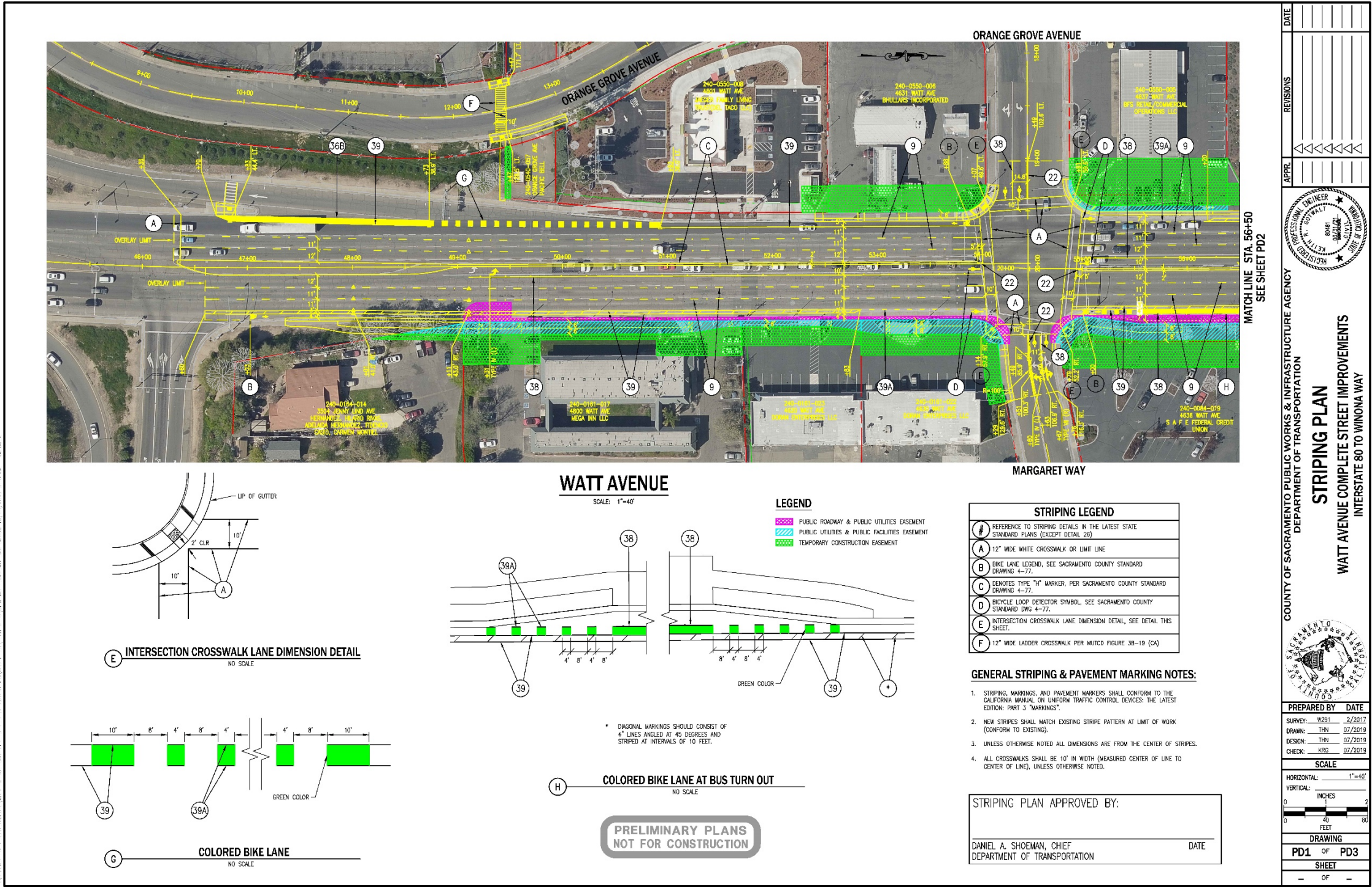
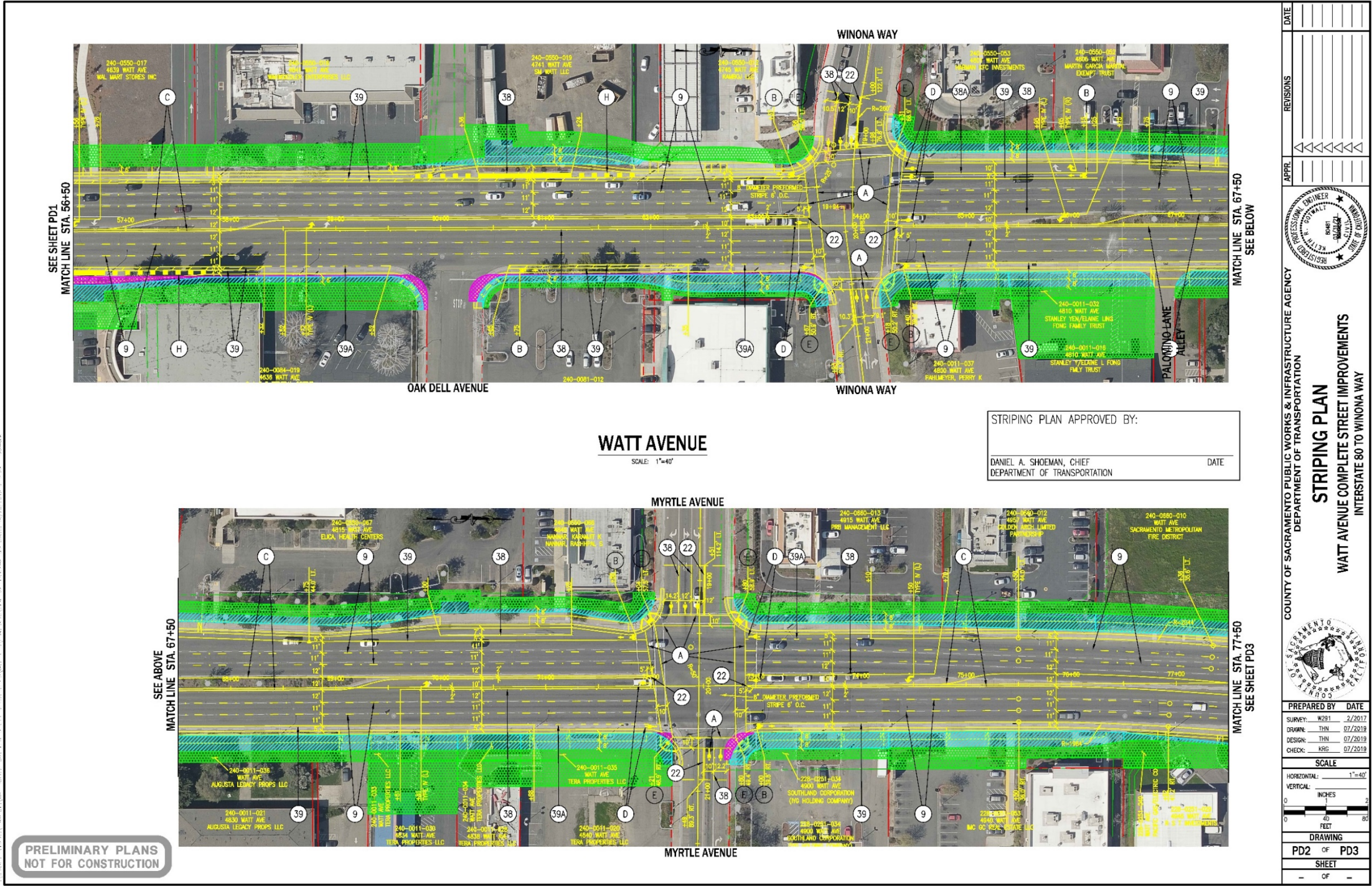


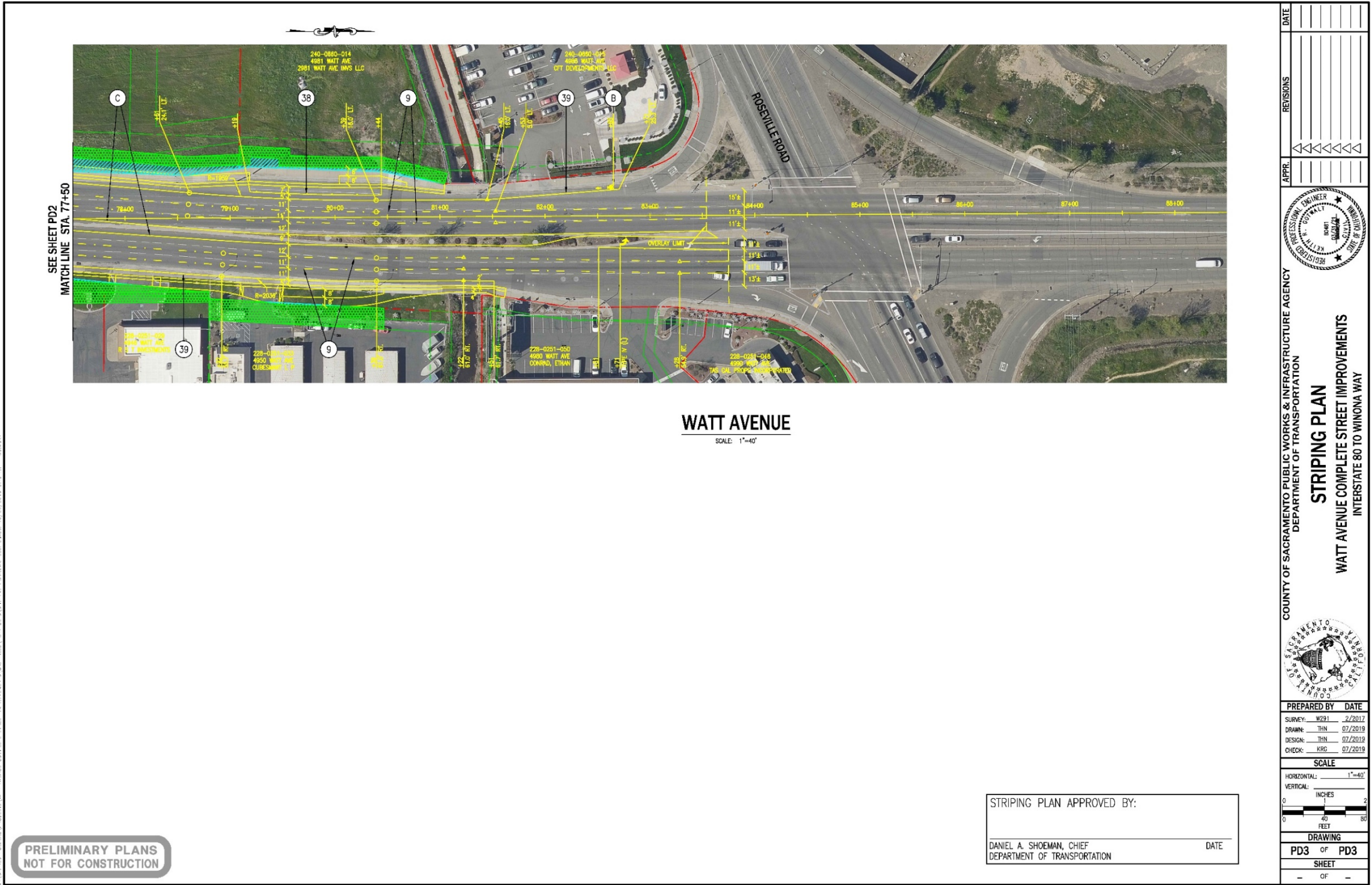
Plate IS-3: Striping and Right-of-Way Acquisition Plan



WATT AVENUE COMPLETE STREET IMPROVEMENTS

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____

Plate IS-4: Striping and Right-of-Way Acquisition Plan



WATT AVENUE COMPLETE STREET IMPROVEMENTS

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ENVIRONMENTAL SETTING

The project is located within the North Highland/Foothill Farms community in unincorporated Sacramento County. The North Watt Avenue Corridor Plan (2012) designates the project portion of Watt Avenue as a six-lane “thoroughfare” located within the Triangle Gateway District with a “Transit-Oriented Development” zoning designation. According to the Sacramento County General Plan (2011), the land use designations for the site are “Transit Oriented Development (TOD)” and “Mixed Use Corridor”.

The majority of the improvements along the corridor are commercial structures, recessed on large, asphalt-paved parking lots, with frontage improvements (e.g. curbs, gutters, sidewalks). Landscaping improvements vary from lot to lot and are quite inconsistent. Some lots do not have any landscaping improvements, and the asphalt parking lot extends directly to the sidewalk, while newer lots have a landscaped buffer between. While there are existing transit stops located along both sides of the corridor, none of them have sheltered or shaded waiting areas, and only one of the stops has a bench. The corridor currently does not have bike lanes, and the existing sidewalks have rolled curbs with light poles and overhead utility poles, placed within the sidewalk area. Overhead utilities are located throughout the corridor with the majority of the utility poles located along the western part of the corridor (southbound lanes).

Magpie Creek flows westerly under Watt Avenue, just south of Roseville Road, via a box culvert. To the east of Watt Avenue, Magpie Creek is vegetated with an unlined creek bed; however, west of the box culvert the channel is concrete lined.

ENVIRONMENTAL EFFECTS

Appendix G of the California Environmental Quality Act (CEQA) provides guidance for assessing the significance of potential environmental impacts. Based on this guidance, Sacramento County has developed an Initial Study Checklist (located at the end of this report). The Checklist identifies a range of potential significant effects by topical area. The topical discussions that follow are provided only when additional analysis beyond the Checklist is warranted.

AIR QUALITY

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB’s frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-1). Moreover, SMAQMD has

established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-2).

Table IS-1: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment Classification = Serious (1 hour Standard ¹)	Non-Attainment, Classification = Severe -15* (1 hour ² and 8 hour ³ Standards)
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Non-Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Unclassified/Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide ⁴	Attainment (1 hour and 24 hour Standards)	Attainment (1 hour)
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard

1. Per Health and Safety Code (HSC) § 40921.59(c), the classification is based on 1989-1001 data, and therefore does not change.

2. Air Quality meets Federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. The SMAQMD attained the standard in 2009. SMAQMD has requested EPA recognize attainment to fulfill the requirements.

3. For both that 1997 and the 2008 Standard.

4. Cannot be classified

*Federal designations based on information from <http://www.gpo.gov/fdsys/pkg/CFR-2010-title40-vol17/pdf/CFR-2010-title40-vol17-sec81-305.pdf>

*California Area Designations based on information from <http://www.arb.ca.gov/desig/changes.htm#reports>

Source: SMAQMD. "Air Quality Standards Attainment Status". *Air Quality Data*. December 23, 2013. Web. Accessed: July 6, 2015. <http://www.airquality.org/aqdata/attainmentstat.shtml>

Table IS-2: SMAQMD Significance Thresholds

	ROG ¹ (lbs/day)	NO _x (lbs/day)	CO (µg/m ³)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
Construction (short-term)	None	85	CAAQS ²	80 ^{3*}	82 ^{3*}
Operational (long-term)	65	65	CAAQS	80 ^{3*}	82 ^{3*}
1. Reactive Organic Gas 2. California Ambient Air Quality Standards 3*. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance threshold of 0 lbs/day.					

The following list from Chapter 4 of the SMAQMD “Guide to Air Quality Assessment in Sacramento County” (December 2009, as amended, hereinafter called the SMAQMD Guide) identifies the BMPs for operational PM emissions for land use development projects:

Compliance with District rules that control operational PM and NO_x emissions. Reference rules regarding wood burning devices, boilers, water heaters, generators and other PM control rules that may apply to equipment to be located at the project. Current rules can be found on the District’s website: <http://www.airquality.org/Businesses/Rules-Regulations>

Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of natural gas for space and water heating and other uses at a residential or non-residential land use. The current standards can be found on the California Energy Commissions website: <http://www.energy.ca.gov/title24/>

Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). The California Building Standards Commission provides helpful checklists showing the required and voluntary measures for residential and non-residential projects on its website: <http://www.bsc.ca.gov/Home/CALGreen.aspx>.

Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects. Residential project measures include requirements for electric vehicle charging and fireplaces.

Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). This BMP focuses on non-residential land use projects (retail and industrial) that would attract these vehicles. The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board’s website: <http://www.arb.ca.gov/msprog/truckidling/truck-idling.htm>.

Additionally, the California Air Resources Board adopted a regulation that applies to transport refrigeration units (TRUs) that are found on many delivery trucks carrying food. Information on the TRU regulation can be found on the California Air Resources Board's website: <http://www.arb.ca.gov/diesel/tru/tru.htm>.

Since retail and industrial land use projects may not have control over the anti-idling technologies installed on commercial vehicles coming to the project, the BMP is to provide notice of the anti-idling regulations at the delivery/loading dock and to neighbors. The notice to the neighbors should also include who at the retail or industrial project can be contacted to file a complaint regarding idling and the California Air Resources Vehicle Complaint Hotline 1-800-363-7664.

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

Short-term air quality impacts are mostly due to dust (PM₁₀ and PM_{2.5}) generated by construction and development activities, and emissions from equipment and vehicle engines (NO_x) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM₁₀ and PM_{2.5} are considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

PARTICULATE MATTER EMISSIONS

The SMAQMD Guide includes screening criteria for construction-related particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction PM₁₀ or PM_{2.5} thresholds of significance provided that the project does not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); or,

- Require import or export of soil materials that will require a considerable amount of haul truck activity.

Some PM₁₀ and PM_{2.5} emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control. These institutional measures include the SMAQMD “District Rule 403-Fugitive Dust” and measures in the Sacramento County Code relating to land grading and erosion control [Title 16, Chapter 16.44, Section 16.44.090(K)].

OZONE PRECURSOR EMISSIONS (NO_x)

The SMAQMD Guide currently provides screening criteria for construction-related ozone precursor emissions (NO_x) similar to those which will be implemented for particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD’s construction NO_x thresholds of significance provided that the project does not:

1. Include buildings more than 4 stories tall;
2. Include demolition activities;
3. Include significant trenching activities;
4. Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
5. Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
6. Require import or export of soil materials that will require a considerable amount of haul truck activity; or,
7. Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

DISCUSSION OF PROJECT IMPACTS

The estimated construction duration is six months, with work scheduled to commence in April 2022. The project study area is approximately 10.5 acres. Construction does not involve any work to buildings, does not include demolition activities, or any significant trenching. SMAQMD’s Road Emissions Model was used to estimate emissions for the project. The model utilizes equipment, phasing, and timelines to generate daily emissions estimates. For modeling purposes, maximum numbers of equipment were used, and it was assumed all equipment could operate simultaneously. This represents a conservative estimate to equipment and timelines that demonstrates a ‘worst case scenario’ in terms of potential emissions. The results are summarized in Table IS-3.

Table IS-3: SMAQMD Daily Thresholds & Estimated Construction Related Emissions

Construction Year 2022	Constituent in pounds per day			
	ROG	NO _x	PM ₁₀	PM _{2.5}
SMAQMD Thresholds	n/a	85	80	82
Estimated Emissions	0.28	2.82	0.27	0.15

Estimated construction-related emissions (daily) are estimated to be well below the SMAQMD thresholds.

CONCLUSION

Estimated construction-related emissions (daily) are estimated to be well below the SMAQMD thresholds: impacts related to PM₁₀, PM_{2.5}, and NO_x are ***less than significant***.

The project does not increase capacity for motor vehicles. The project accommodates alternate modes of transportation; therefore, operational impacts are considered to be less than significant.

HYDROLOGY AND WATER QUALITY

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area.

DISCUSSION OF PROJECT IMPACTS

While the northern section of the project is located within a FEMA AE Zone (100-year floodplain) the project will not significantly alter the existing drainage patterns in such a way that it causes flooding, contributes to runoff that would exceed the capacity of existing or planned stormwater infrastructure or expose people or structures to substantial loss of life, health or property as a result of flooding. Please see FEMA Flood Insurance Rate Maps (Panel#06067C0067H & Panel#06067C0069H (Reference Plate IS-5 & Plate IS-6)). Runoff from the floodplain is channeled away from Watt Avenue and into Magpie Creek which is then directed into a box culvert, under Watt Avenue, where it continues into a concrete lined stormwater channel.

Plate IS-5: Northern Firmette

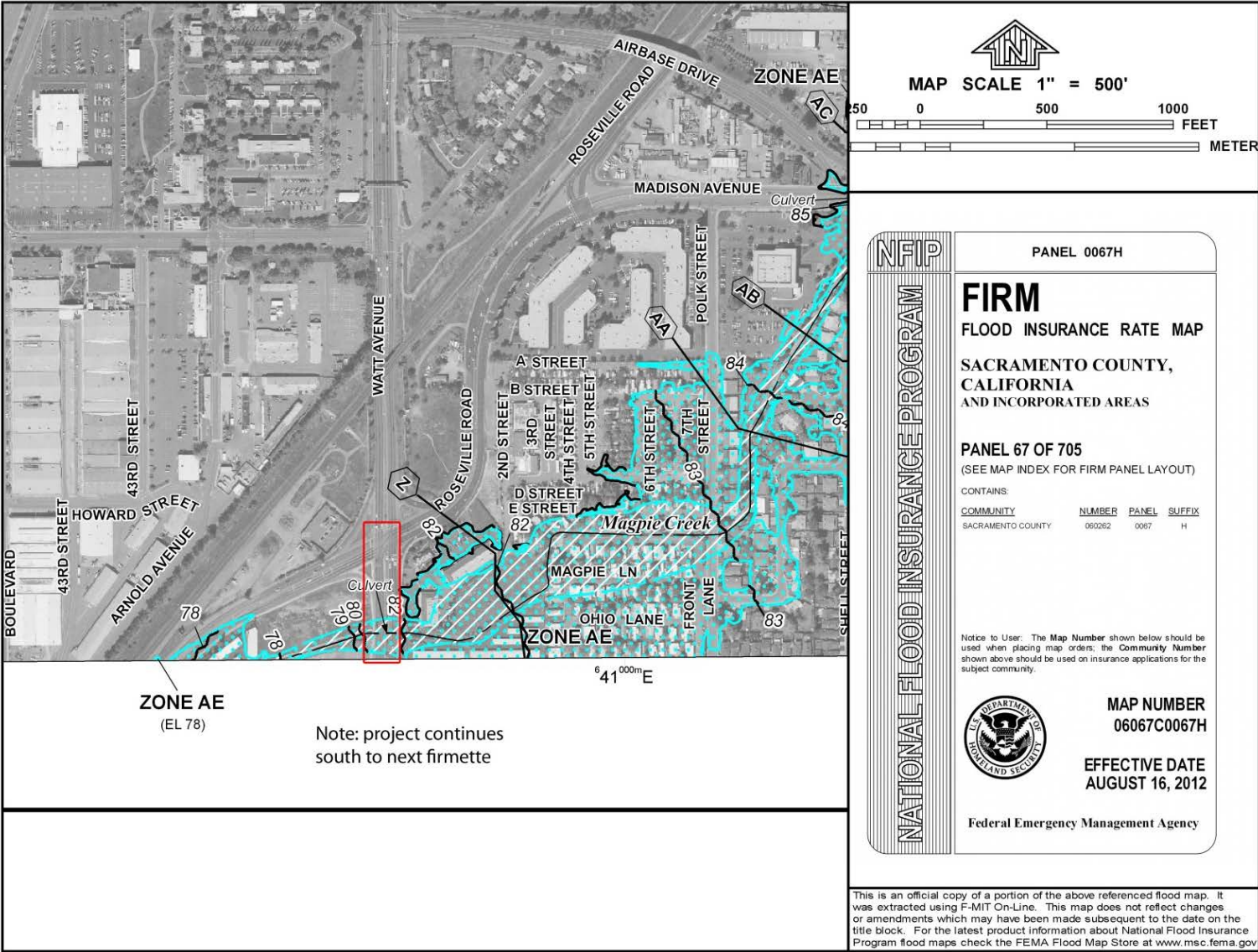
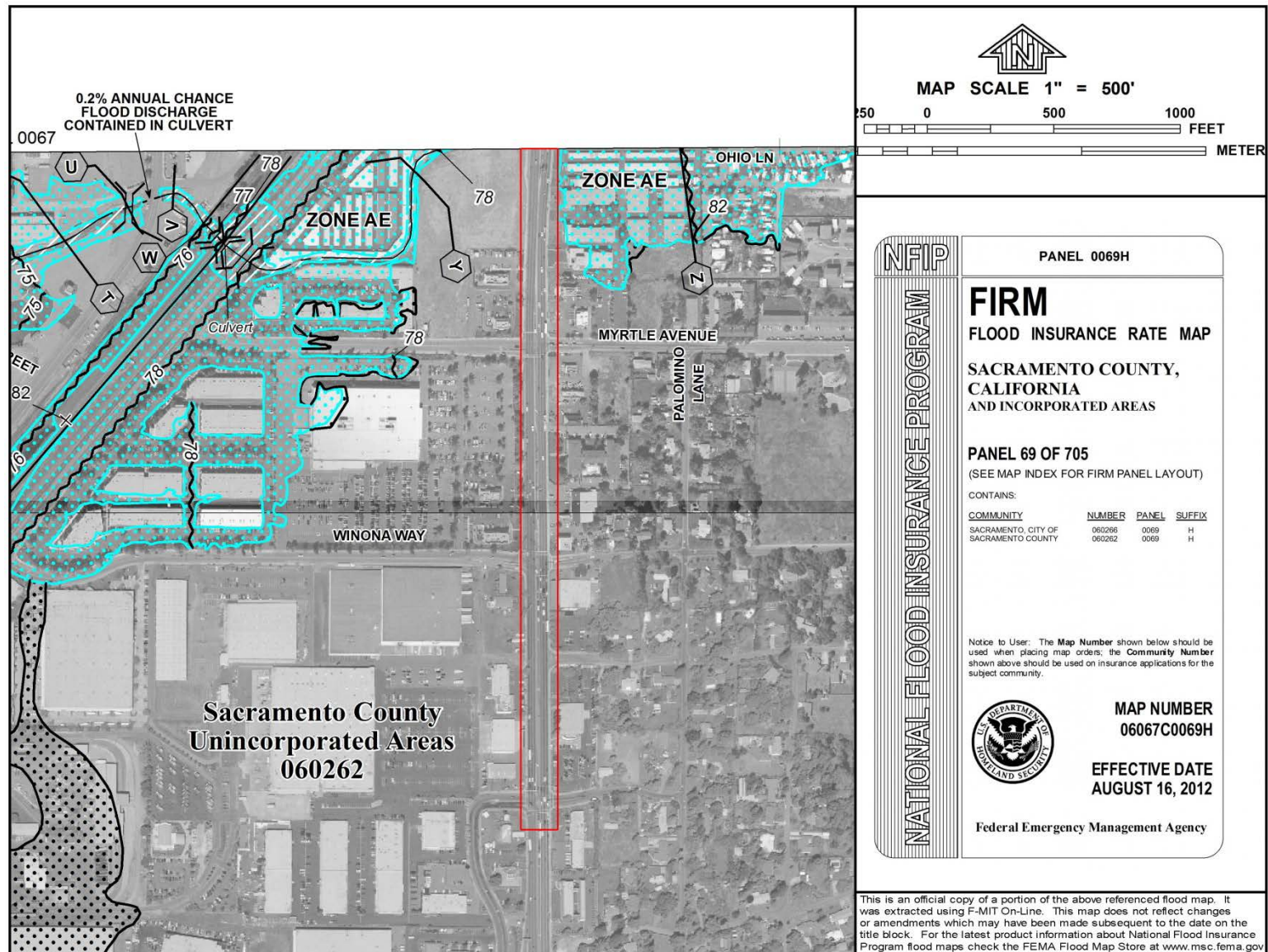


Plate IS-6: Southern Firmette



CONCLUSION

All construction will take place along Watt Avenue and will not significantly alter drainage patterns within the floodplain channeled below the street; therefore, impacts will be ***less than significant***.

*WATER QUALITY***CONSTRUCTION WATER QUALITY: EROSION AND GRADING**

Construction on undeveloped land exposes bare soil, which can be mobilized by rain or wind and displaced into waterways or become an air pollutant. Construction equipment can also track mud and dirt onto roadways, where rains will wash the sediment into storm drains and thence into surface waters. After construction is complete, various other pollutants generated by site use can also be washed into local waterways. These pollutants include; but are not limited to: vehicle fluids, heavy metals deposited by vehicles, and pesticides or fertilizers used in landscaping.

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by Regional Water Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type

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

The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP.

Erosion controls should always be the *first line of defense*, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, 3-step hydroseeding, spray-on soil stabilizers and anchored blankets.

Sediment controls are the *second line of defense*; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

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

It is the responsibility of the project proponent to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type and anticipated volumes of water entering and leaving the site during the construction phase.

Project compliance with requirements outlined above, as administered by the County and the Regional Water Board will ensure that project-related erosion and pollution impacts are ***less than significant***.

OPERATION: STORMWATER RUNOFF

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

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment projects. Source control BMPs are intended to keep pollutants from contacting site runoff. Examples include “No Dumping-Drains to Creek/River” stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants, so that rainfall does not contact the pollutants. Treatment control measures are intended to remove pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption. The project proponent should consider the use of “low impact development” techniques to reduce the amount of imperviousness on the site, since this will reduce the volume of runoff and therefore will reduce the size/cost of stormwater quality treatment required. Examples of low impact development techniques include pervious pavement, vegetated swales, and bioretention facilities.

The County requires developers to utilize the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions, 2007* (Design Manual) in selecting and designing post-construction facilities to treat runoff from the project. A post construction design regulation was approved by the Municipal Services Agency Administrator on May 18th 2006. This regulation defines the development standards that the County is implementing and is reflected in the Design Manual. Treatment control measures are required on new development and redevelopment projects that meet or surpass the thresholds defined in Table 3-2 of the Design Manual. The total improvement areas of the project is approximately 3.56 acres; the project does not surpass the five acres of impervious surface area threshold, for road projects, listed in Table 3-2 of the Stormwater Design Manual.

Updates and background on the County's requirements for post-construction stormwater quality treatment controls, along with several downloadable publications, can be found at the following websites:

<http://www.waterresources.saccounty.net/stormwater/Pages/default.aspx>

<http://www.beriverfriendly.net/Newdevelopment/>

The final selection and design of post-construction stormwater quality control measures is subject to the approval of the County Department of Water Resources; therefore, they should be contacted as early as possible in the design process for guidance.

CONCLUSION

Project compliance with requirements outlined above will ensure that project-related stormwater pollution impacts are ***less than significant***.

BIOLOGICAL RESOURCES

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community.
- Have a substantial adverse effect on riparian habitat or other sensitive natural communities.
- Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies.

WATERS OF THE UNITED STATES, WETLANDS, AND OTHER WATERS

Surface waters are regulated by both the federal and State government. The federal government (the United States Army Corps of Engineers is generally the lead agency) regulates surface waters pursuant to Section 404 of the Clean Water Act. Section 404 protects all “navigable waters”, which are defined as traditional navigable waters that are or were used for commerce, or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries. The *Solid Waste Agency of Northern Cook County (SWANCC) vs. United States Army Corps of Engineers (Army Corps)* decision made by the Supreme Court in 2001 altered the types of surface waters that can be regulated by Section 404. Isolated wetlands are not hydrologically connected to other “navigable” surface waters (or their tributaries) and are not considered to be subject to federal jurisdiction. However, the SWANCC decision only prohibits Federal jurisdiction over isolated waters; State and local jurisdiction still applies.

The California State government (the Regional Water Quality Control Board is generally the lead agency) regulates wetlands and other surface waters pursuant to Section 401 of the Clean Water Act, which does require that waters be “navigable”, and under the Porter-Cologne Water Quality Control Act, which does not require that waters be — “navigable”. For this reason, the SWANCC decision does not prevent State government from regulating isolated wetlands and other non-navigable waters. Federal non-jurisdictional waters can be regulated by the State of California pursuant to Porter-Cologne, rather than by the Clean Water Act. Surface waters are also regulated by the California Department of Fish and Wildlife (CDFW); CDFW, however, also has jurisdiction over the plant and animal species that use the surface waters rather than just the habitat itself.

The federal, State and Sacramento County governments have a “no net loss” policy regarding wetlands. Any delineated wetlands to be dredged or filled must be mitigated for pursuant to federal and/or State law. Any grading or other construction activity within delineated wetlands or other surface waters should not take place until the appropriate permit(s) have been obtained from the Army Corps, the Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, the CDFW and any other agencies with authority over surface waters. If an Army Corps’ wetland delineation determines that the wetlands and/or surface waters are “isolated” and are not subject to federal jurisdiction, the appropriate permits must still be obtained from State regulatory authorities.

The Army Corps defines wetlands as having three parameters; hydrophytic vegetation, hydric soils and wetland hydrology. All three parameters must be present. The Corps goes on to define wetlands as, “those areas that are inundated or saturated by surface water 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(b); 40 CFR 230.3(t)). Wetlands are also classified according to the length of time that an area is inundated or saturated by water or the

types of plants and animals an area supports. For example, if an area is only saturated or inundated for part of the year, it is classified as a seasonal or perennial wetland. Likewise, if an area is saturated or inundated throughout the entire year, it can be classified as a permanent wetland. Wetlands have been recognized for their importance in regulating floods, cleansing runoff, and providing valuable habitat.

The federal Endangered Species Act of 1973 (50 CFR 17) provides legal protection, and requires definition of critical habitat and development of recovery plans for plant and animal species in danger of extinction. This law regulates the listing of plant and animal species as endangered, threatened, or in the case of plants, rare. The federal Endangered Species Act requires federal agencies to make a finding on all federal actions, including the approval by an agency of a public or private action, such as the issuance of a Section 10/404 permit, as to the potential to jeopardize the continued existence of any listed species potentially/impacted by the action. Section 9 of the federal Endangered Species Act prohibits the “take” of any member of an endangered species. “Take” is defined by the act as, “...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” USFWS has further defined the terms “harass” and “harm” to include indirect injury through habitat destruction or modification. Section 10(a) of the federal Endangered Species Act permits the incidental “take” of an endangered species if the take is “incidental to, and not the purpose of, the carry out of an otherwise lawful activity.”

DISCUSSION OF PROJECT IMPACTS

The project has been designed to minimize potential impacts to Waters of the US to the maximum extent possible. Non-point source pollution to waters will be reduced the maximum extent possible through compliance with County and State requirements regarding construction related erosion, sediment discharge, and discharge of other construction-related wastes and pollutants as outlined in the Erosion/Grading section above.

An analysis utilizing the U.S. Fish & Wildlife Service’s National Wetlands Mapper v2 and County aerial imagery was conducted to determine the location of any possible water features in or around the project area. The National Wetlands Mapper identified one “riverine” feature (Magpie Creek) that flows under Watt Avenue and flows in a westerly direction.

CONCLUSION

None of the proposed construction will occur within the limits of Magpie Creek and compliance with the County’s Stormwater Runoff Ordinance will ensure that impacts to Magpie Creek are ***less than significant***.

TREE REMOVAL

NON-NATIVE TREES AND TREE CANOPY

The Sacramento County General Plan Conservation Element contains several policies aimed at preserving tree canopy within the County. These are:

CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.

CO-146. If new tree canopy cannot be created onsite to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.

CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.

CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

The 15-year shade cover values for tree species referenced in policy CO-145 are also referenced by the Sacramento County Zoning Code, Chapter 30, Article 4, and the list is maintained by the SacDOT, Landscape Planning and Design Division. The list includes more than seventy trees, so is not included here, but it is available upon request from the Sacramento County Office of Planning and Environmental Review. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region.

DISCUSSION OF PROJECT IMPACTS

The project involves the removal of 58 non-native trees, which will require 21,758 square feet of tree canopy replacement. Plate IS-7, Plate IS-9, and Plate IS-9 show the trees slated for removal. Most of the trees to be removed are located within commercial properties located along Watt Ave; however, ten trees within the planted median along the corridor are also scheduled for removal. Mitigation will be implemented to ensure that the removed tree canopy is replaced and that any additional removals or impacts resulting in death of existing trees will require compensatory mitigation.

CONCLUSION

With mitigation, impacts to native and non-native trees will be ***less than significant***.

NATIVE TREES

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County Code) provides protections for landmark trees and heritage trees. The County Code defines a landmark tree as “an especially prominent or stately tree on any land in Sacramento County, including privately owned land” and a heritage tree as “native oak trees that are at or over 19” diameter at breast height (dbh).” Chapter 19.12 of the County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*) and states that “it shall be the policy of the County to preserve all trees possible through its development review process.” It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a diameter at breast height (dbh) of at least 6 inches or, if it has multiple trunks of less than 6 inches each, a combined dbh of 10 inches. The Sacramento County General Plan Conservation Element policies CO-138 and CO-139 also provide protections for native trees:

CO-138. Protect and preserve non-oak native trees along riparian areas if used by Swainson’s hawk, as well as landmark and native oak trees measuring a minimum of 6 inches in diameter or 10 inches aggregate for multi-trunk trees at 4.5 feet above ground.

CO-139. Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

Native trees other than oaks include Fremont cottonwood (*Populus fremontii*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding’s willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

PROJECT IMPACTS

Five native valley oaks will be removed at the southern end of the project. Plate IS-7 show the trees slated for removal. The removal would result in 80 inches of loss and will require equivalent replacement plantings. Proposed work on the west side of Watt Avenue is not expected to affect trees #84 and #85; mitigation measures for oak tree protection will be added to provide a buffer in order to prevent construction-related encroachment.

CONCLUSION

With the recommended mitigation, impacts to native trees will be ***less than significant***.

Plate IS-7: Tree Removal Plan (Sheet 1 of 3)



TREE #	STATION	OFFSET	DESCRIPTION (DBH)	TYPE OF IMPACT
77	49+19	60.5'	HACKBERRY	REMOVE
78	48+99	63.2'	ALBIZIA SILK TREE	REMOVE
79	48+88	61.1'	ALBIZIA SILK TREE	REMOVE
80	48+76	57.6'	VALLEY OAK	REMOVE
81	48+58	60.3'	VALLEY OAK	REMOVE
82	48+26	60.6'	VALLEY OAK	REMOVE
83	48+10	65.2'	VALLEY OAK	REMOVE
84	49+11	-80.7'	VALLEY OAK	REMAIN
85	49+25	-79.4'	VALLEY OAK	REMAIN
86	49+38	-87.2'	VALLEY OAK	REMOVE
87	50+55	-50.1'	CHINESE PISTACHE	REMAIN
88	50+79	-48.3'	CHINESE PISTACHE	REMAIN
89	51+03	-47.5'	CHINESE PISTACHE	REMAIN
90	51+25	-47.3'	CHINESE PISTACHE	REMAIN
91	51+43	-47.2'	CHINESE PISTACHE	REMAIN
92	51+61	-47.4'	CHINESE PISTACHE	REMAIN
93	52+40	-59.9'	CHINESE PISTACHE	REMAIN



WATT AVENUE
1" = 40'

GENERAL NOTES:

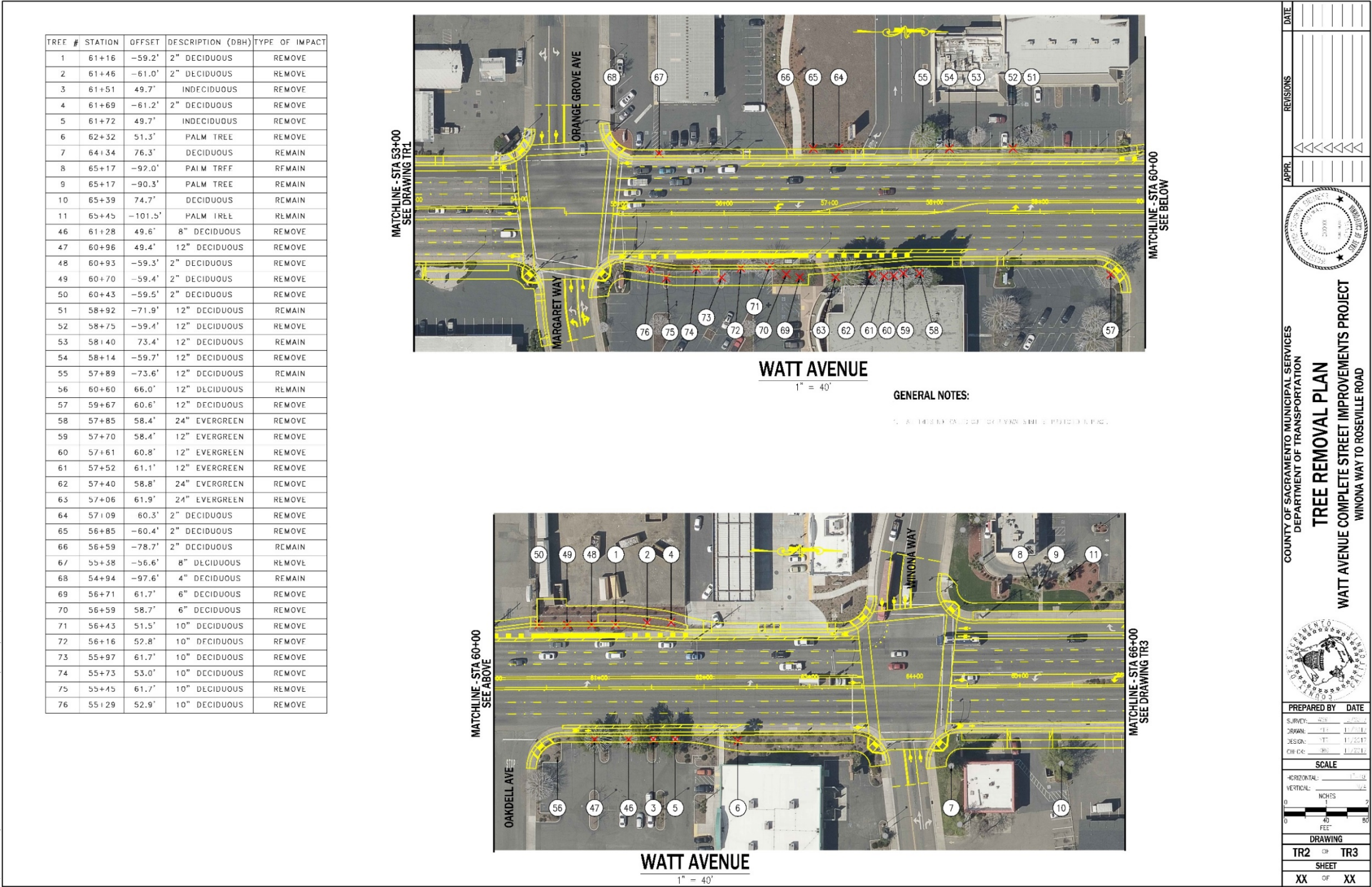
1. ALL THINGS NOT CALLED OUT FOR REMOVAL SHALL BE PROTECTED IN PLACE

	
COUNTY OF SACRAMENTO MUNICIPAL SERVICES DEPARTMENT OF TRANSPORTATION	
TREE REMOVAL PLAN	
WATT AVENUE COMPLETE STREET IMPROVEMENTS PROJECT	
PREPARED BY	DATE
SURVEY: 08-01-12	08-01-12
DRAWN: 08-01-12	08-01-12
DESIGN: 08-01-12	08-01-12
CHECK: 08-01-12	08-01-12
SCALE	
HORIZONTAL: _____ VERTICAL: _____	
	
DRAWING	
TR1	TR3
SHEET	
XX	XX

PROJECT NAME

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____

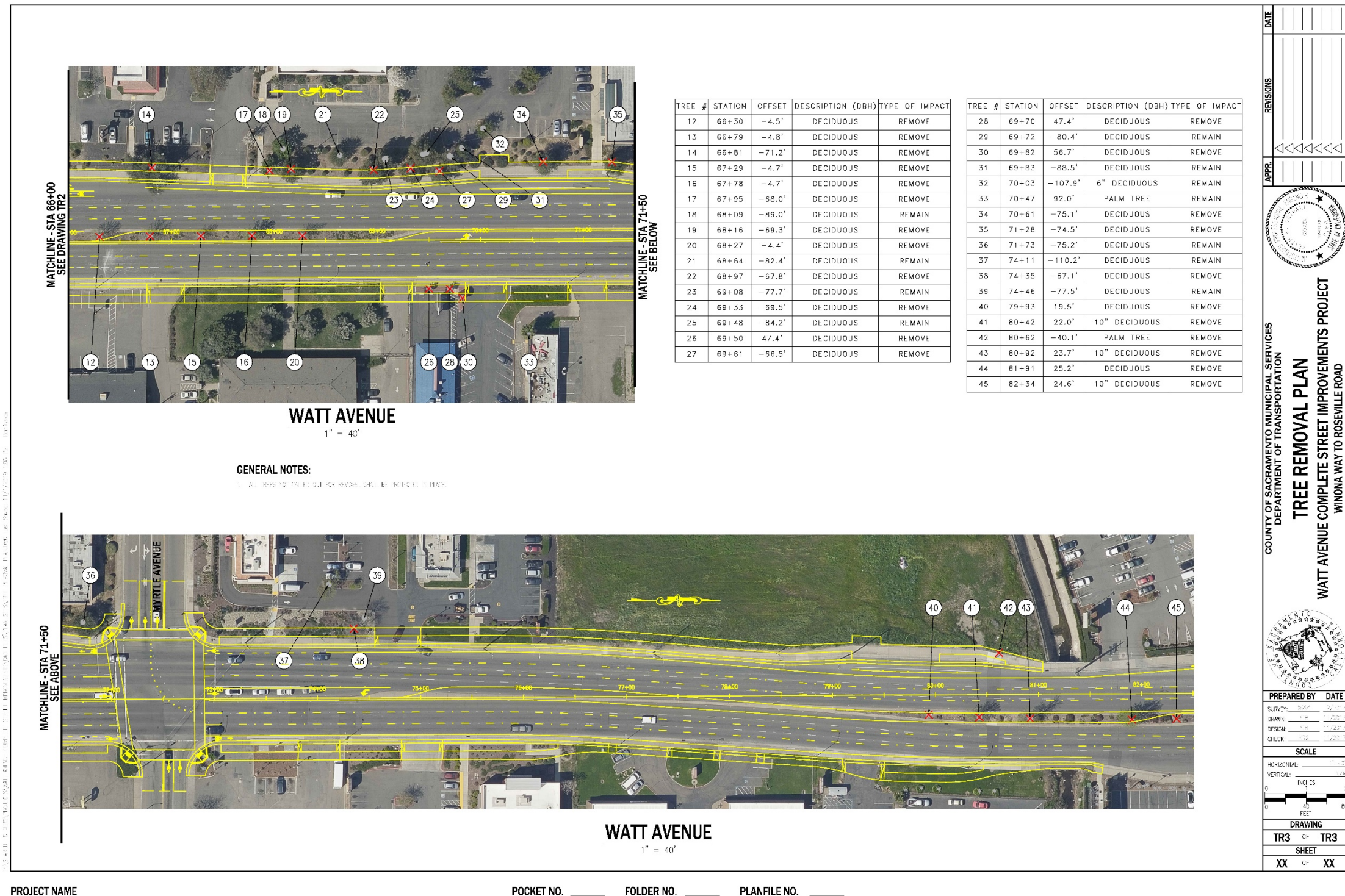
Plate IS-8: Tree Removal Plan (Sheet 2 of 3)



PROJECT NAME

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____

Plate IS-9: Tree Removal Plan (Sheet 3 of 3)



MIGRATORY NESTING BIRDS

The Migratory Bird Treaty Act of 1918, which states “unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill” a migratory bird. Section 3(18) of the Federal Endangered Species Act defines the term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered “take.” To avoid take of nesting migratory birds, a survey for active migratory bird nests will be required before construction activities begin; mitigation has been included to require that activities either occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded.

DISCUSSION OF PROJECT IMPACTS

Trees will be removed during project construction; however, trees will either be removed outside of the active nesting season (February 1 – August 31) or surveyed for nesting birds by a qualified biologist prior to removal if scheduled for removal during the active nesting season.

CONCLUSION

With recommended mitigation measures, impacts to migratory nesting birds are ***less than significant***.

HAZARDS AND HAZARDOUS MATERIALS

This section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials.
- Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment.

Sacramento County Environmental Management Department (EMD) conducted an Initial Site Assessment (ISA) for aerially deposited lead (ADL) and other hazardous materials in the project study area. Elevated lead concentrations typically exist in soils along older roadways as a result of ADL from the historical use of leaded gasoline. EMD’s report finds that, since the study corridor has been developed for at least the

past six decades, “it becomes reasonably straightforward to conclude a low likelihood of potential ADL hazardous materials contamination of soils because the corridor soils for the most part have been covered with impervious surfaces during roughly the same timeframe that lead was added to gasoline”. The work scope for the ISA included soils testing along the study corridor, visual assessments of the corridor for spilled contaminants and stormwater run-off sites, research of past and present land uses, as well as the review of numerous local, state, and federal databases for tracking hazardous materials.

DISCUSSION OF PROJECT IMPACTS

Field reconnaissance, conducted on February 8, 2018, did not yield any potential spills or dumping of contaminants along the corridor. Five soil samples were taken on the same date. Testing of these soil samples found the ADL concentrations to be well below the California Department of Toxic Substances Control commercial screening level of 320 parts per million. The commercial criteria (as opposed to residential) are appropriate because humans do not “live” with a street easement and therefore are not exposed to the right of way soils in a manner that would be comparable to a residential scenario.

Research of agency databases identified five known or potential occurrences of hazardous materials contamination on, adjacent to, or within a distance of the subject property that could cause adverse conditions to the project. These five sites consist of former or existing fueling stations. Three of the five sites have achieved no-further-action-required status relative to their historical land uses and are therefore unlikely to have an effect on the project. EMD found that the two other sites are unlikely to affect the project as future excavations are not projected to be deeper than five feet below existing grades. Similarly, elevated ADL concentrations are unlikely as the two former fueling station sites have been historically covered by pavements.

Research also found one Superfund Site at the former McClellan Air Force Base. The study corridor is located within one-quarter of a mile of the southeastern boundary of McClellan. EMD concluded that although groundwater contaminants are likely present beneath the study corridor, but are being actively remediated and are not a threat to the proposed project because excavation will not reach the depths of the groundwater approximately 90 feet below.

CONCLUSION

EMD’s ISA report concluded that soil sampling and testing were well below the commercial soil thresholds for ADL concentrations and found no other potential hazardous materials likely to impact the project. Moreover, Caltrans requires site work to comply with California Code of Regulations, Title 8, Section 1532.1, regarding construction where employee(s) may be occupationally exposed to ADL. Impacts resulting from hazardous materials are ***less than significant***.

ENVIRONMENTAL MITIGATION MEASURES

MITIGATION MEASURE A: MIGRATORY BIRD NEST PROTECTION

To avoid impacts to nesting migratory birds the following shall apply:

1. Trees slated for removal shall be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during the nesting season, which is February through August, shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.
2. If active nest(s) are found in the survey area, a non-disturbance buffer, the size of which has been determined by a qualified biologist, shall be established and maintained around the nest to prevent nest failure. All construction activities shall be avoided within this buffer area until a qualified biologist determines that nestlings have fledged.

MITIGATION MEASURE B: NON-NATIVE TREE CANOPY

Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Preference is given to on-site mitigation or mitigation in the community, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento County Tree Foundation).

1. Sacramento County Department of Transportation will be responsible for replacing 21,758 square feet of non-native tree canopy.

MITIGATION MEASURE C: NATIVE TREE REMOVAL

The removal of 80 inches dbh of native trees (#80, #81, #82, #83, & #86) shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. On-site preservation of native trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Native trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix*

gooddingii), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first. A total of **80** inches will require compensation.

Equivalent compensation based on the following ratio is required:

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

Prior to the approval of Improvement Plans or Building Permits, whichever occurs first, a Replacement Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Tree Planting Plan(s) shall include the following minimum elements:

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

No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate

spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single family lots (including front yards), and roadway medians.

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

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

MITIGATION MEASURE D: NATIVE TREE CONSTRUCTION PROTECTION

With the exception of the trees removed and compensated for through Mitigation Measure C, above, all native trees (#84 & #85) on the project site, all portions of adjacent off-site native trees which have driplines that extend onto the project site, and all off-site native trees which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.
2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system.
3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.
4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees.
5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA

Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.

6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.
7. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.
8. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.
9. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines".
10. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
11. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk. Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program for this project, including the payment of 100% of the Department of Community Development, Planning and Environmental Review Division staff costs, and the costs of any technical consultant services incurred during implementation of that Program.

INITIAL STUDY CHECKLIST

Appendix G of the California Environmental Quality Act (CEQA) provides guidance for assessing the significance of potential environmental impacts. Based on this guidance, Sacramento County has developed the following Initial Study Checklist. The Checklist identifies a range of potential significant effects by topical area. The words "significant" and "significance" used throughout the following checklist are related to impacts as defined by the California Environmental Quality Act as follows:

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. LAND USE - Would the project:					
a. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project will acquire right-of-way which will result in the loss of landscaping and parking stalls, which may result in non-conforming parcels; however, DOT will be planting landscaping along the separated sidewalk and the North Watt Avenue Corridor Plan allows businesses to share parking. The proposed project is generally consistent with applicable plans, policies, and regulations.
b. Physically disrupt or divide an established community?				X	The project will not create physical barriers that substantially limit movement within or through the community.
2. POPULATION/HOUSING - Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The proposed infrastructure project is intended to service existing or planned development and will not induce substantial unplanned population growth.
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?				X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
3. AGRICULTURAL RESOURCES - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production.
4. AESTHETICS - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. Substantially degrade the existing visual character or quality of the site and its surroundings?				X	Construction will not substantially degrade the visual character or quality of the project site. It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?				X	The project will not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.
5. AIRPORTS - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?			X		The project is located within the "Overflight Zone" of McClellan Airfield; however, the project is compatible with the Land Use Compatibility Guidelines for Safety Table included within the McClellan Air Force Comprehensive Land Use Plan (1992).
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?			X		The project is located in the vicinity of McClellan Airfield and is within the 1995 Community Noise Equivalent Level (CNEL) 65 decibel (db) noise contour; however the project is a transportation project and would not subject people travelling through the corridor to any more noise than is already present. Furthermore, the project is consistent with the Land Use Compatibility Guidelines for Noise as identified within the McClellan Air Force Comprehensive Land Use Plan (1992).
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?				X	The project will not result in increased demand for water supply.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The project will not require wastewater services.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X	The project will not require landfill services; however, the Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?				X	The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?				X	Project construction would not require the addition of new stormwater drainage facilities.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?				X	The project will not require electric or natural gas service.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?				X	The project would not incrementally increase demand for emergency services, and would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
7. TRANSPORTATION/TRAFFIC - Would the project:					
a. Result in a substantial increase in vehicle trips that would exceed, either individually or cumulatively, a level of service standard established by the County?				X	The project will not increase vehicle trips.
b. Result in a substantial adverse impact to access and/or circulation?				X	No substantial changes to existing access and/or circulation patterns would occur as a result of the project.
c. Result in a substantial adverse impact to public safety on area roadways?				X	No changes to existing access and/or circulation patterns would occur as a result of the project; therefore no impacts to public safety on area roadways will result. The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X	The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
8. AIR QUALITY - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site. See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors.
9. NOISE - Would the project:					
a. Result in exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		The project does not involve any modifications that would substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		Please refer to the Hydrology and Water Quality section of the Initial Study.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		Although the project is within a 100-year floodplain, compliance with the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		<p>The project does not propose any physical changes that would affect runoff from the site.</p> <p>Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards.</p>
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		<p>Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.</p> <p>All underground storage tanks are subject to federal and State regulations pertaining to operating standards, leak reporting requirements, and corrective action requirements. The County Environmental Management Department enforces these regulations. Existing regulations will ensure that impacts are less than significant.</p> <p>Sacramento County Code Chapters 6.28 and 6.32 provide rules and regulations for water wells and septic systems that are designed to protect water quality. The Environmental Health Division of the County Environmental Management Department has permit approval authority for any new water wells and septic systems on the site. Compliance with existing regulations will ensure that impacts are less than significant.</p>

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
11. GEOLOGY AND SOILS - Would the project:					
a. Expose people or structures to substantial risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				X	Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?				X	Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?				X	The project is not located on an unstable geologic or soil unit.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X	A public sewer system is available to serve the project.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site.
f. Directly or indirectly destroy a unique paleontological resource or site?				X	No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
12. BIOLOGICAL RESOURCES - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?				X	No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?			X		Please refer to the Wetlands and Waters of the US discussion located in the Biological Resources section of the Initial Study.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X		The project site is already developed. Project implementation would not affect native resident or migratory species.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
e. Adversely affect or result in the removal of native or landmark trees?			X		The project would result in the removal of five native oak trees. Mitigation has been incorporated to require replacement plantings for those removed protect other oaks on the project site and. Please refer to the tree portion of the Biological Resources section.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?			X		There are no known conflicts with any approved plan for the conservation of habitat.
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?				X	No historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?				X	No known archaeological resources occur on-site.
c. Disturb any human remains, including those interred outside of formal cemeteries?				X	The project site is located outside any area considered sensitive for the existence of undiscovered human remains.
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?				X	Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was not received. Tribal cultural resources have not been identified in the project area.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
14. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		Please refer to the Hazards and Hazardous Materials section of the Initial Study.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		Please refer to the Hazards and Hazardous Materials section of the Initial Study.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X	The project site is not located within ¼ mile of an existing /proposed school.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		Please refer to the Hazards and Hazardous Materials section of the Initial Study.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?				X	The project would not interfere with any known emergency response or evacuation plan.
15. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X	The project consists of bike lanes and sidewalk improvements and operation of the project would not generate greenhouse gas emissions.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Urban Transit-Oriented Development	X		
Community Plan	Transit-Oriented Development	X		North Watt Avenue Corridor Plan (2012)
Land Use Zone	Transit-Oriented Development	X		North Watt Avenue Corridor Plan (2012) "Transit-oriented mixed-use within the Triangle Gateway District" (2-43)

INITIAL STUDY PREPARERS

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