



Mitigated 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 Mitigated Negative Declaration re: The Project described as follows:

1. **Control Number:** PLNP2019-00014
2. **Title and Short Description of Project:** Tierra Del Sol
A Tentative Subdivision Map to divide an approximately 4.9 acre site (net) into 73 single-family lots in the RD-20 zone.
A Special Development Permit to deviate from residential development standards including:
Lot standards including minimum lot area and minimum lot width.
Setback standards including front, interior side, and rear setbacks.
Parking standards including driveway parking width requirements and off-street parking dimension requirements.
A Design Review to comply with the Countywide Design Guidelines.
3. **Assessor's Parcel Number:** 203-0070-075, 138 and 139.
4. **Location of Project:** The project site is located 80 feet north of Elverta Road and 1,300 feet west of Walerga Road in the Antelope Community.
5. **Project Applicant:** Jeremy Jeager
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 County Office of Planning and Environmental Review in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

[Original Signature on File]

Todd Smith

Interim Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2019-00014

NAME: Tierra Del Sol

LOCATION: The project site is located 80 feet north of Elverta Road and 1,300 feet west of Walerga Road in the Antelope Community.

ASSESSOR'S PARCEL NUMBER: 203-0070-075, 138 and 139.

OWNER/APPLICANT:

Jeremy Jeager
PO Box 2800
Rocklin, CA 95677

PROJECT DESCRIPTION

1. A Tentative Subdivision Map to divide an approximately 4.9 acre site (net) into 73 single-family lots in the RD-20 zone.
2. A Special Development Permit to deviate from residential development standards including:
 - Lot standards including minimum lot area and minimum lot width.
 - Setback standards including front, interior side, and rear setbacks.
 - Parking standards including driveway parking width requirements and off-street parking dimension requirements.
3. A Design Review to comply with the Countywide Design Guidelines.

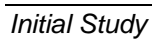
ENVIRONMENTAL SETTING

The project site include three parcels (203-0070-075, 138, and 139) located north of Elverta Road and east of Quiet Knolls Drive. The Pokelma Park creates the northern boundary of the project and a shopping center including a private preschool creates its eastern boundary. At the southernmost portion of the property, there is an existing drainage channel owned by the County and maintained by the Department of Water Resources.

Plate IS-1: Vicinity Map



IS-3



The parcels are comprised of volunteer plants and annual grasses scattered throughout, and contains a handful of native and non-native trees. The site is relatively flat varying in elevation from 102 feet to 118 feet.

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.

The appendices referenced in the following sections are available to view at the following site:

<https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2019-00114>

TRANSPORTATION/TRAFFIC

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

- Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County.

VMT ANALYSIS

The passage of Senate Bill 743 (SB 743) in the fall of 2013 led to a change in the way that transportation impacts are measured under CEQA. Starting on July 1, 2020, automobile delay and LOS may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, an alternative metric that supports the goals of the SB 743 legislation will be required. Although there is no requirement to use any particular metric, the use of VMT has been recommended by the Governor's Office of Planning and Research. This requirement does not modify the discretion lead agencies have to develop their own methodologies or guidelines, or to analyze impacts to other components of the transportation system, such as walking, bicycling, transit, and safety. SB 743 also applies to transportation projects, although agencies were given flexibility in the determination of the performance measure for these types of projects.

The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gases, complete streets, and smart growth. Using VMT as a performance measure instead of LOS is intended to discourage suburban sprawl, reduce greenhouse gas emissions, and encourage the

development of smart growth, complete streets, and multimodal transportation networks.

Sacramento County Department of Transportation (SacDOT) has developed screening criteria for development projects. The screening criteria VMT thresholds of significance are summarized in Table IS-1.

SIGNIFICANCE THRESHOLDS

VMT PER CAPITA

VMT per Capita is used to evaluate residential projects. It includes all vehicle “tours” (both work/commute vehicle tours and non-work vehicle tours) that start and end at residential units. The VMT from these tours are grouped and summed to the home location of those tours. The VMT for each home is then summed for all homes in a particular area and divided by the total population of that area to arrive at VMT per Capita.

METHODOLOGY

This project consists of 73 single family residential units, which does not screen out from a VMT analysis according to the table above. DKS Associates conducted a VMT analysis which is summarized in the memorandum dated November 19, 2020 and included as Appendix A.

Table IS-1: Screening Criteria for CEQA Transportation Analysis

Type	Screening Criteria
Small Projects	<ul style="list-style-type: none"> Projects generating less than 237 average daily traffic (ADT)
Local-Serving Retail ¹	<ul style="list-style-type: none"> 100,000 square feet of total gross floor area or less; <u>OR</u> if supported by a market study with a capture area of 3 miles or less; <u>AND</u> Local Serving: Project does not have regional-serving characteristics.
Local-Serving Public Facilities/Services	<ul style="list-style-type: none"> Transit centers Day care center Public K-12 schools Neighborhood park (developed or undeveloped) Community center Post offices Police and fire facilities Branch libraries Government offices (primarily serving customers in-person) Utility, communications, and similar facilities Water sanitation, waste management, and similar facilities
Projects Near Transit Stations	<ul style="list-style-type: none"> High-Quality Transit: Located within ½ a mile of an existing major transit stop² or an existing stop along a high-quality transit corridor³; <u>AND</u> Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; <u>AND</u> Parking: Provides no more than the minimum number of parking spaces required⁴; <u>AND</u> Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; <u>AND</u> Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; <u>AND</u> Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.

Restricted Affordable Residential Projects	<ul style="list-style-type: none"> • Affordability: Screening criteria only apply to the restricted affordable units; AND • Restrictions: Units must be deed-restricted for a minimum of 55 years; AND • Parking: Provides no more than the minimum number of parking spaces required⁴; AND • Transit Access: Project has access to transit within a ½ mile walking distance; AND • Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.
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¹ See Appendix A for land use types considered to be retail.

² Defined in the Pub. Resources Code § 21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods”).

³ Defined in the Pub. Resources Code § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours”).

⁴ Sacramento County Zoning Code Chapter 5: Development Standards

Table IS-2: Significance Thresholds for CEQA Transportation Analysis for Development Projects

Project Type	VTM Significance Criteria	Threshold
Residential	Project VMT per capita exceeds 85 percent of the regional average VMT per capita	>15.0 VMT per capita
Commercial	Project VMT per employee exceeds 85 percent of the regional average VMT per employee	>13.9 VMT per employee
Industrial	Project VMT per employee exceeds the regional average VMT per employee	>16.4 VMT per employee
Regional Retail	Net increase in regional VMT	VMT increase
Regional Public Facilities/Services	Net increase in regional VMT	VMT increase
Redevelopment	Projects that result in a decrease to existing regional total VMT are presumed to have a less-than-significant VMT impact; otherwise, apply the relevant threshold based on the proposed land use (treating existing use as vacant)	Relevant threshold above
Mixed Use	Apply the relevant threshold to each land use component individually	Relevant threshold above
Phased	Apply the relevant threshold to each land use component individually	Relevant threshold above
Land Development with Roadway Component	For locally-serving roadways, the significance determination is based on the land use component. For regional roadways, apply thresholds of significance for transportation projects.	Appropriate thresholds above or per Table 5-2 (refer to TAG)
<p>1. Refer to Appendix A of the Transportation Analysis Guidelines (TAG)</p> <p>2. If no presumed to be less-than-significant per Table 3-1 (refer to TAG)</p> <p>The Transportation Analysis Guidelines can be viewed at : https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines</p>		

DISCUSSION OF PROJECT IMPACTS

VMT per capita for the proposed project is estimated using data from the base year (2016) SACSIM regional travel demand model, consistent with the methodology identified in Sacramento County's Transportation Analysis Guidelines. Because the proposed project is located within the boundaries of the SACSIM model, results from the model can be used to estimate the project's VMT per capita and compare it to regional average using the same model.

The proposed project is located north of the intersection of Quiet Knolls Drive and Elverta Road in the unincorporated community of Antelope. The project site is located within Traffic Analysis Zone (TAZ) 1412 in the SACSIM model. The guidelines state that if the project represents a land use that is generally consistent with land use assumptions in its TAZ in the model, the average VMT per capita calculated for the TAZ can be used as a surrogate for the project.

The figure shows that the project zone (TAZ 1412), along with many of the neighboring zones have VMT per capita between 85% and 100% of regional average. Consistent with the project zone, the project would be estimated to have an average VMT per capita of 16.9, or 96.0% of regional average.

PROJECT CHARACTERISTICS TO REDUCE VMT

Because the project is single family attached residential, it is likely that the project would have VMT per capita lower than the TAZ average, as smaller attached townhome units are likely to have lower numbers of residents than traditional single-family units. In order to determine this, the VMT per capita characteristics of the TAZ's residential uses were further refined into each generalized residential land use category. These 'mitigated measures' are not mitigation measures on the project, but rather project characteristics that can be used to further refine the project modeling.

MEDIUM DENSITY RESIDENTIAL TAZ COMPONENT

By County standards, the project is considered a medium density residential project. While the TAZ displays overall average VMT per capita of 16.9 (or approximately 96% of regional average) the medium density residential portion of the TAZ displays an average VMT per household of 15.9 (or 90% of regional average).

CALIFORNIA AIR POLLUTION CONTROL OFFICERS ASSOCIATION (CAPCOA) INCREASED DENSITY

The California Air Pollution Control Officers Association (CAPCOA) in their document Quantifying Greenhouse Gas Mitigation Measures (August 2010) identifies a mitigation measure related to residential project density. Mitigation LUT-1 specifies that GHG of a proposed residential project can be reduced by between 0.8% and 30% by increasing project density. The quantity of reduction is based on the relative increase of project density from an identified baseline density. The project's designed density of approximately 15 dwelling units per acre represents a density of approximately 200% of the baseline density of 7.6 dwelling units per acre. Applying this reduction to the average TAZ VMT per capita of 16.9 yields a revised VMT per capita of 15.75.

PROXIMITY TO TRANSIT

Another source of potential VMT reduction identified in the CAPCOA document is proximity to transit. Mitigation LUT-5 specifies that GHG of a proposed residential project can be reduced by between 0.5% and 24.6% based on proximity of transit.

The closest two bus stops to the project are both along West Elverta Road just west of the proposed project. Both of these stops are along Sacramento Regional Transit (SacRT) Route 84, which has a weekday headway of 30 minutes. The westbound stop (on the north side of the street) is about 0.2 miles from the project site, while the eastbound stop (on the south side of the street) is about 0.4 miles from the project site.

The SACSIM travel demand model includes a network of transit lines coded into the model to estimate transit mode share by residents and workers. Therefore, if the model accurately represents the proximity of transit to the proposed project, its share of VMT reduction should be accounted for in the model. Inspection of the SACSIM transit network confirmed that SacRT Route 84 is coded as the closest SacRT transit line to the proposed project. However, instead of traveling along West Elverta Road directly adjacent to the project site with a service frequency of 30 minutes, the model reflects Route 84 as routing along Antelope Road approximately 1 mile from the project site with a service frequency (headway) of 60 minutes. Therefore, it can be assumed that SACSIM is not currently reflecting the potential benefit of transit proximity to the proposed project.

Based on the above finding, an off-model application to estimate the potential benefit associated with proximity to transit is justified and implemented. Based on the estimated 0.4 mile distance of the project site to transit relative to the 1 mile distance assumed in the model, application of the CAPCOA formula yields a VMT reduction of 7% (18% - 11%).

CONCLUSION

Combining the density reduction (6.8%) and the proximity to transit (7%) VMT reduction benefits yields a potential overall reduction of VMT per capita of 13.8%. Reducing the average VMT per capita of TAZ 1412 (16.9) by 13.8% yields a resultant VMT per capita value of 14.6. Based on this result, the proposed project's VMT per capita does not exceed the threshold of significance prescribed by Sacramento County and thus impacts related to VMT are ***less than significant***.

NOISE

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

- 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.

The Sacramento County Noise Element of the General Plan contains standards for the evaluation of noise impacts on new development.

NO-1. The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Sacramento County are shown by Table 1. Where the noise level standards of Table 1 are predicted to be exceeded at new uses proposed within Sacramento County which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 standards.

NO-5. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2. Where the noise level standards of Table 2 are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 standards within sensitive areas.

Table IS-3: General Plan Noise Element Table 1

Noise Standards for New Uses Affected by Traffic and Railroad Noise Sacramento County Noise Element			
New Land Use	Sensitive¹ Outdoor Area - Ldn	Sensitive Interior² Area - Ldn	Notes
All Residential	65	45	5
Transient Lodging	65	45	3,5
Hospitals & Nursing Homes	65	45	3, 4, 5
Theaters & Auditoriums	---	35	3
Churches, Meeting Halls	65	40	3
Schools, Libraries, etc.	65	40	3
Office Buildings	65	45	3
Commercial Buildings	---	50	3
Playgrounds, Parks, etc.	70	---	
Industry	65	50	3
Notes:			
1. Sensitive areas are defined in acoustic terminology section.			
2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.			
3. Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.			
4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.			
5. If this use is affected by railroad noise, a maximum (Lmax) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.			

Table IS-4: Noise Element Table 2
Non-Transportation Noise Standards Median (L₅₀)/Maximum (L_{max})

New Land Use	Outdoor Area		Interior
	Daytime	Nighttime	Day and Night
All Residential	55 / 75	50 / 70	35 / 55
Transient lodging ⁴	55 / 75	---	35 / 55
Hospitals and nursing homes ^{5,6}	55 / 75	---	35 / 55
Theaters and auditoriums ⁶	---	---	30 / 50
Churches, meeting halls, schools, libraries, etc. ⁶	55 / 75	---	35 / 60
Office buildings ⁶	60 / 75	---	45 / 65
Commercial buildings ⁶	---	---	45 / 65
Playgrounds, parks, etc ⁶	65 / 75	---	---
Industry ⁶	60 / 80	---	50 / 70
<ol style="list-style-type: none"> 1. The Table 2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 2, then the noise level standards shall be increased at 5 dB increments to encompass the ambient. 2. Sensitive areas are defined in the acoustic terminology section. 3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions. 4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours. 5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients. 6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours. 7. Where median (L₅₀) noise level data is not available for a particular noise source, average (Leq) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply. 			

EXISTING NOISE ENVIRONMENT

An environmental noise analysis was prepared by Bollard Acoustical Consultants, Inc. (BAC) on November 25, 2019 (Appendix B). The noise analysis estimates maximum (L_{max}) noise level measurements and noise levels that are exceeded 50% of the time (L₅₀) for the proposed residences by surrounding noise sources.

ELVERTA ROAD TRAFFIC NOISE

To quantify the existing noise levels adjacent Elverta Road, BAC conducted continuous (long-term/24-hour) noise monitoring on November 5, 2019, located at Site ST-1 on Plate IS-3. The measured average level (L_{eq}) over the 24-hour period was 60.1 dB at Site LT-1.

COMMERCIAL OPERATIONS NOISE

WinCo Foods grocery store is located east of the project site, and primary noise sources associated with these commercial operations are on-site delivery truck circulation, garbage collection, loading dock operations, and mechanical equipment (e.g., HVAC units, food cold storage equipment, etc.). These operations primarily occur on the north side of the WinCo Foods property.

To quantify noise generation of commercial activities associated with the WinCo Foods grocery store at the project site, continuous ambient noise level measurements were conducted on the project site from 5:00 a.m. to 9:00 a.m. on November 5, 2019, at noise measurement location identified as site ST-2 in Plate IS-3. The results are outlined in Table IS-5 below. Site ST-2 is located approximately 25 feet north of an existing 7-foot tall property line noise barrier – the approximate location of the nearest proposed residential building facade of the development.

According to BAC staff field observations, the continuous noise level measurements at site ST-2 include commercial activities such as on-site delivery truck circulation and loading dock activities (including delivery truck back up beepers and air brakes).

Table IS-5: Existing Noise Levels from Commercial Operations

Site ¹	Description	Average Measured Noise Levels, dBA	
		L ₅₀	L _{max}
ST-2	Northeast end of the project property, approximately 25 feet north of existing 7' CMU wall	53	73
1. Continuous noise survey location is identified on Plate IS-3 as site ST-2 2. Average measured noise level during the sampling period on November 5, 2019 (5:00 am to 9:00 am).			

Plate IS-3: Noise Monitoring Stations



NOISE IMPACT ANALYSIS

NOISE IMPACTS FROM TRAFFIC ON ELVERTA ROAD

In order to predict future traffic noise at the proposed project site, the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used. In general, the model provides reasonably accurate traffic noise predictions, but needed to be calibrated to account for the existing sound barrier to the west and current traffic counts. Site-specific traffic noise level measurements were taken at location ST-1 (Plate IS-3). When comparing the site specific measurements with the FHWA Model, the Model was within 0.5 dB for the project site; therefore, calibration adjustments were not necessary.

The FHWA Model requires site-specific information to be entered to predict the future traffic noise. Based on current traffic counts for Elverta Road, the future traffic count is estimated to have a 50 percent increase relative to existing conditions (27,519 average daily travel). Along with the future traffic count, the vehicle speed and distance to outdoor activity area or building façade based on the proposed site plan are required. The results of the FHWA Model are presented in Table IS-6 and Plate IS-4. Full model inputs and results can be found in Appendix B.

Table IS-6: Predicted Future Traffic Noise Levels¹

Description	Distance from Roadway Centerline (feet)²	Exterior L_{dn} (dB)³
Nearest first floor facade	150	65
Nearest upper level facade	150	68
<ol style="list-style-type: none"> 1. Full FHWA model inputs and results are provided in Appendix B 2. Distance measured from the centerline of Elverta Road to building facades of nearest proposed residences. 3. An offset of +3 db was applied at upper-floor facades due to reduced ground absorption of sound at elevated positions. 		

Source: Table 3, Tierra Del Sol Subdivision, Bollard Acoustical Consultants, Inc. (2019) (Appendix B)

As indicated in Table IS-6, future exterior traffic noise levels are predicted to be approximately 65 dB L_{dn} at first-floor facades nearest to Elverta Road. Due to reduced ground absorption at elevated positions, noise levels at the upper-floor facades of residences nearest to the roadway are predicted to be approximately 68 dB L_{dn}. In order to satisfy the Sacramento County General Plan 45 dB L_{dn} interior noise level standard, minimum noise reductions of 20 dB and 23 dB would be required of the first- and upper-floor building facades, respectively.

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, standard construction practices would be adequate for

first-floor and upper-floor facades of all residences constructed adjacent to Elverta Road. However, in order to satisfy the General Plan 45 dB Ldn interior noise level standard with a margin of safety, all upperfloor bedroom windows of residences adjacent to Elverta Road from which the roadway would be visible (i.e., south, east and west) must have a minimum STC rating of 32. Plate IS-4 shows the location for window upgrades in the vicinity of Elverta Rd.

NOISE IMPACTS FROM ADJACENT COMMERCIAL OPERATIONS

Based on the noise measurement data shown Table 4, average measured noise levels from existing commercial operations at the adjacent WinCo Foods grocery store were 53 dB L50 and 73 dB Lmax at the first-floor living areas of the nearest residential building facades of the development. Due to reduced ground absorption at elevated positions, and lack of shielding provided by the existing 7-foot tall property line barrier, commercial noise levels at elevated upperfloor locations are predicted to approach 58 dB L50 and 78 dB Lmax. In order to satisfy the applicable Sacramento County General Plan interior noise level standards of 35 dB L50 and 55 dB Lmax for uses adjacent to noise generating sources, minimum noise reductions of 18 and 23 dB would be required of the first- and upperfloor building facades, respectively.

As mentioned previously, standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, standard construction practices would be adequate for first-floor and upper-floor facades of all residences constructed adjacent to the WinCo Foods grocery store. However, in order to satisfy the General Plan 55 dB Lmax interior noise level criteria with a margin of safety, and in order to reduce the potential for sleep disturbance during early morning truck unloading activities at the adjacent WinCo Foods store, all upper-floor bedroom windows of residences adjacent to WinCo Foods from which the delivery area would be visible (i.e., south, east and west) have a minimum rating of STC-32. Plate IS-4 illustrates the location for window upgrades in the vicinity of the commercial operations.

NOISE IMPACT CONCLUSION

The exterior noise level standards for new uses affected by traffic noise sources are to be applied at the sensitive outdoor areas of a receiving land use. According to Sacramento County General Plan Noise Element, sensitive outdoor areas for single-family residential uses are normally considered to be backyard spaces or distinct rear patio/deck areas. The Noise Element further states that front courtyards, front decks, and side yards are not commonly considered to be sensitive outdoor activity areas.

The project design proposes residences that would be subject to noise impacts from traffic noise along Elverta Road as well as operational noise from the neighboring WinCo Foods grocery store. In order to satisfy the applicable Sacramento County General Plan interior noise level standards, noise reducing measures would be required. Mitigation has been included to require upgrading the windows facing the impacted areas to a rating of STC 32 (Plate IS-4). With mitigation, noise impacts are ***less than significant***.

Plate IS-4: Noise Mitigation Locations



AIR QUALITY

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

- 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.

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-7). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-8).

Table IS-7: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard ¹ and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour ³ Standards) Attainment (1 hour standard ²)
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and 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/unclassifiable ⁵
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.

3. For the 1997, 2008 and the 2015 Standard.

4. Cannot be classified

5. Designation was made as part of EPA's designations for the 2010 SO₂ Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017

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

Source: SMAQMD. "Air Quality Pollutants and Standards". Web. Accessed: December 3, 2018.
<http://airquality.org/air-quality-health/air-quality-pollutants-and-standards>

Table IS-8: 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.					

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)].

The project site is less than 35 acres (4.9 acres) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or, import or export of soil materials requiring a considerable amount of haul truck activity. Therefore, the project meets the SMAQMD Guide screening criteria for PM₁₀ and PM_{2.5}. The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that should be implemented on all projects, regardless of size. Dust abatement practices are required pursuant to SMAQMD Rule 403 and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485; the SMAQMD Guide simply lays out the basic practices needed to comply. These requirements are already required by existing rules and regulations, and have also been included as mitigation.

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:

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

CONSTRUCTION EMISSIONS CONCLUSION

The Prestige project site is less than 35 acres (4.9 acres) and does not involve buildings more than 4 stories tall; significant trenching activities; an unusually compact

construction schedule; or, import or export of soil materials requiring a considerable amount of haul truck activity. Therefore, the project meets the SMAQMD Guide screening criteria for Ozone precursors impacts are considered to be ***less than significant***.

OPERATIONAL EMISSIONS/LONG-TERM IMPACTS

Once a project is completed, additional pollutants are emitted through the use, or operation, of the site. Land use development projects typically involve the following sources of emissions: motor vehicle trips generated by the land use; fuel combustion from landscape maintenance equipment; natural gas combustion emissions used for space and water heating; evaporative emissions of ROG associated with the use of consumer products; and, evaporative emissions of ROG resulting from the application of architectural coatings.

Ultimately, a project typically must have large acreages or intense uses in order to result in significant operational air quality impacts. For ozone precursor emissions the screening table in the SMAQMD Guide allows users to screen out projects which include up to 485 new single family dwelling units for residential projects. For particulate matter emissions the screening table allows users to screen out projects which include up to 1,000 new single family dwelling units for residential projects. Depending on the type of commercial use, the screening level for both ozone precursor emissions and particulate matter emissions is hundreds of thousands of square feet of commercial use. The proposed project consists of 73 single family units, and therefore falls below these screening thresholds. Impacts related to operational emissions are expected to be ***less than significant***.

CRITERIA POLLUTANT HEALTH RISKS

All criteria air pollutants can have human health effects at certain concentrations. Air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS). The NAAQS and CAAQS are informed by a wide range of scientific evidence, which demonstrates that there are known safe concentrations of criteria air pollutants. Because the NAAQS and CAAQS are based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of these standards, the thresholds established by air districts are also protective of human health. Sacramento County is currently in nonattainment of the NAAQS and CAAQS for ozone. Projects that emit criteria air pollutants in exceedance of SMAQMD's thresholds would contribute to the regional degradation of air quality that could result in adverse human health impacts.

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include permeability of respiratory epithelia and the possibility of permanent lung impairment (EPA 2016).

HEALTH EFFECTS SCREENING

In order to estimate the potential health risks that could result from the operational emissions of ROG, NO_x, and PM_{2.5}, PER staff implemented the procedures within SMAQMD's *Instructions for Sac Metro Air District Minor Project and Strategic Area Project Health Effects Screening Tools* (SMAQMD's Instructions). To date, SMAQMD has published three options for analyzing projects: small projects may use the Minor Project Health Screening Tool, while larger projects may use the Strategic Area Project Health Screening Tool, and practitioners have the option to conduct project-specific modeling.

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD's Friant Guidance; October 2020). The air district thresholds considered in SMAQMD's Friant Guidance included thresholds from SMAQMD as well as the El Dorado County Air Quality Management District, the Feather River Air Quality Management District, the Placer County Air Pollution Control District, and the Yolo Solano Air Quality Management District. The highest allowable emission rates of NO_x, ROG, PM₁₀, and PM_{2.5} from the five air districts is 82 pounds per day (lbs/day) for all four pollutants. Thus, the Minor Project Health Screening Tool is intended for use by projects that would result in emissions at or below 82 lbs/day, while the Strategic Area Project Health Screening Tool is intended for use by projects that would result in emissions between two and eight times greater than 82 lbs/day. The Strategic Area Project Screening Model was prepared by SMAQMD for five locations throughout the Sacramento region for two scenarios: two times and eight times the threshold of significance level (2xTOS and 8xTOS). The corresponding emissions levels included in the model for 2xTOS were 164 lb/day for ROG and NO_x, and 656 lb/day under the 8xTOS for ROG and NO_x (SMAQMD 2020).

As noted in SMAQMD's Friant Guidance, "each model generates conservative estimates of health effects, for two reasons: The tools' outputs are based on the simulation of a full year of exposure at the maximum daily average of the increases in air pollution concentration... [and] [t]he health effects are calculated for emissions levels that are very high" (SMAQMD 2020).

The model derives the estimated health risk associated with operation of the project based on increases in concentrations of ozone and PM_{2.5} that were estimated using a photochemical grid model (PGM). The concentration estimates of the PGM are then applied to the U.S. Environmental Protection Agency's Benefits Mapping and Analysis Program (BenMAP) to estimate the resulting health effects from concentration increases. PGMs and BenMAP were developed to assess air pollution and human health impacts over large areas and populations that far exceed the area of an average land use development project. These models were never designed to determine whether emissions generated by an individual development project would affect community health or the date an air basin would attain an ambient air quality standard.

Rather, they are used to help inform regional planning strategies based on cumulative changes in emissions within an air basin or larger geography.

It must be cautioned that within the typical project-level scope of CEQA analyses, PGMs are unable to provide precise, spatially defined pollutant data at a local scale. In addition, as noted in SMAQMD's Friant Guidance, "BenMAP estimates potential health effects from a change in air pollutant concentrations, but does not fully account for other factors affecting health such as access to medical care, genetics, income levels, behavior choices such as diet and exercise, and underlying health conditions" (2020). Thus, the modeling conducted for the health risk analysis is based on imprecise mapping and only takes into account one of the main public health determinants (i.e., environmental influences).

DISCUSSION OF PROJECT IMPACTS

Since the project was below the daily operational thresholds for criteria air pollutants, the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-9 and Table IS-10.

Table IS-9: PM_{2.5} Health Risk Estimates

PM _{2.5} Health Endpoint	Age Range ¹	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) ^{2,5} (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ² (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
Respiratory					
Emergency Room Visits, Asthma	0 - 99	0.96	0.86	0.0047%	18419
Hospital Admissions, Asthma	0 - 64	0.061	0.055	0.0030%	1846
Hospital Admissions, All Respiratory	65 - 99	0.34	0.29	0.0015%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.17	0.15	0.00063%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000085	0.000077	0.0020%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0073	0.0068	0.0022%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.016	0.015	0.0020%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.027	0.025	0.0020%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.11	0.095	0.0019%	5052
Mortality					
Mortality, All Cause	30 - 99	2.3	2.0	0.0045%	44766
Notes:					
<ol style="list-style-type: none"> Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air- 					

District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.					
4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.					
5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the <i>Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District</i> .					

Table IS-10: Ozone Health Risk Estimates

Ozone Health Endpoint	Age Range ¹	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) ^{2,5}	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
		(Mean)	(Mean)		
Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.090	0.069	0.00035%	19644
Emergency Room Visits, Asthma	0 - 17	0.37	0.30	0.0051%	5859
Emergency Room Visits, Asthma	18 - 99	0.62	0.50	0.0040%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.056	0.046	0.00015%	30386
Notes:					
1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.					
2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or “background health incidence”) values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.					
3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.					
4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.					
5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the <i>Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District</i> .					

Again, it is important to note that the “model outputs are derived from the numbers of people who would be affected by [the] project due to their geographic proximity and

based on average population through the Five-District-Region. The models do not take into account population subgroups with greater vulnerabilities to air pollution, except for ages for certain endpoints” (SMAQMD 2020). Therefore, it would be misleading to correlate the levels of criteria air pollutant and precursor emissions associated with project implementation to specific health outcomes. While the effects noted above could manifest in individuals, actual effects depend on factors specific to each individual, including life stage (e.g., older adults are more sensitive), preexisting cardiovascular or respiratory diseases, and genetic polymorphisms. Even if this specific medical information was known about each individual, there are wide ranges of potential outcomes from exposure to ozone precursors and particulates, from no effect to the effects listed in the tables. Ultimately, the health effects associated with the project, using the SMAQMD guidance “are conservatively estimated, and the actual effects may be zero” (SMAQMD 2020).

CONCLUSION

Neither SMAQMD nor the County of Sacramento have adopted thresholds of significance for the assessment of health risks related to the emission of criteria pollutants. Furthermore, an industry standard level of significance has not been adopted or proposed. Due to the lack of adopted thresholds of significance the health risks, this data is presented for informational purposes and does not represent an attempt to arrive at any level-of-significance conclusions.

HYDROLOGY AND WATER QUALITY

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

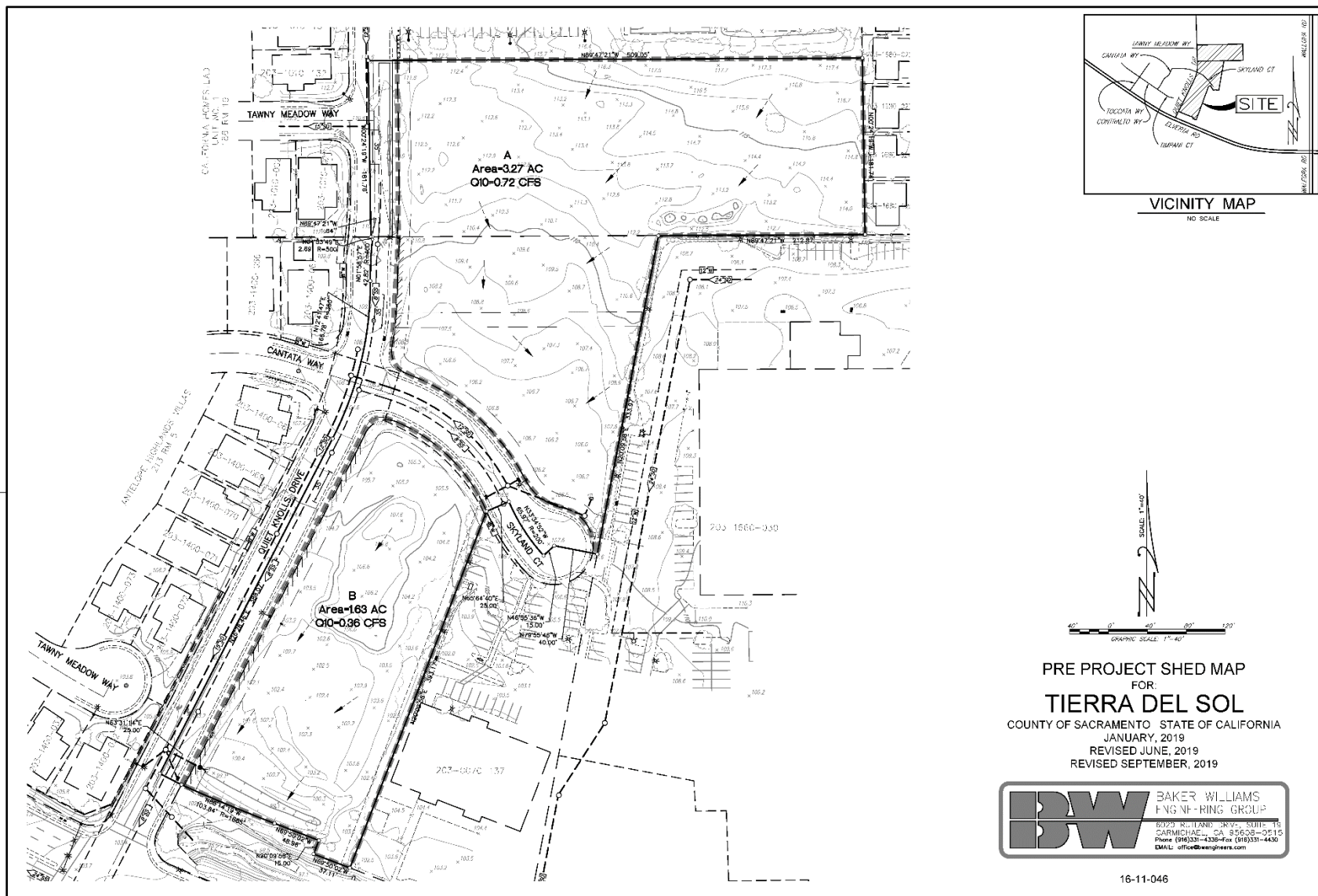
- Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage system.
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

DRAINAGE AND FLOODING

METHODOLOGY

A drainage study was prepared for the project site by Baker Williams Engineering Group, dated June 26, 2020, and can be found as Appendix C. The site is roughly 14% impervious with existing improvements and divided into two drainage sheds, north and south, as illustrated in Plate IS-5.

Plate IS-5: Pre-Project Drainage Sheds



The Sacramento Hydraulic Calculator was used to calculate pre and post project flows for 10 year and 100 year storms. Pre project conditions were calculated using open space for density, and post project conditions were calculated using RD-20 zoning, which is 80% impervious. See Appendix C for pre project and post project calculations.

PROJECT IMPACTS

This project will install a series of drainage pipes sized to convey flows as shown in the Post Project Shed Map, Plate IS-6. The existing Shed A will be divided into two sub shed, while existing Shed B will remain as one shed. Post project sheds are described below:

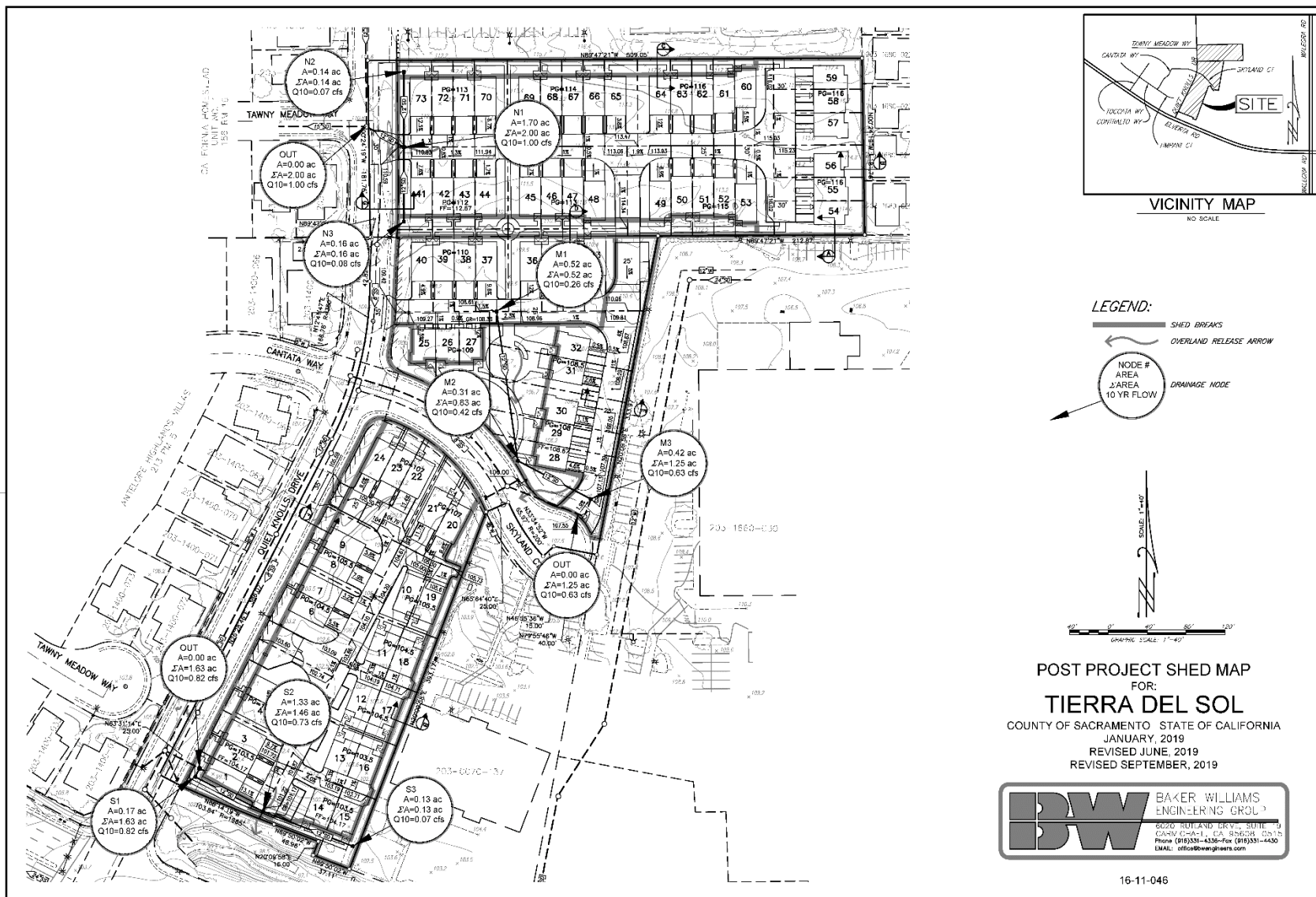
- North Shed – The North Shed is the northern portion of the existing Shed A. The North Shed will divert drainage to the west where three drain inlets will collect the drainage, which will then flow to the existing 15” storm drain pipe in Tawny Meadow Way. The North Shed consists of three sub sheds, equaling approximately 2.00 acres.
- Mid Shed – The Mid Shed makes up the remainder of the existing Shed A, to the south. Drainage for the Mid Shed maintains drainage to the south east, with two proposed drain inlets which collect flow and are then connected to the existing drain inlet at the south east corner of the shed. Drainage then flows to the existing 12” storm drain pipe in Skyland Court. The Mid Shed consists of three sub sheds, equaling approximately 1.25 acres. An overlay release is required along the east boundary near the low point on Skyland Court. When Skyland Court was constructed and connected the shopping center to east, it became a release for portion of the shopping center. There is a 32.2 acre shed that could release at this point if the existing storm drainages system are flowing at capacity.
- South Shed – The South Shed is the same as the existing Shed B. Drain will continue to flow from north to south, with three drain inlets connecting to a proposed manhole at the existing drainage stub where drainage is currently flowing. The South Shed consists of three sub sheds, equaling approximately 1.63 acres.

The project is surrounded on all sides by fully developed areas, and the existing downstream drainage systems were designed with the intention that the project site would be fully developed to the RD-20 Zoning with no site detention.

CONCLUSION

While this project proposes some minor shed shifts for drainage and for overland release pathways, they do not negatively impact the downstream sheds. The project will also be required to meet Sacramento County's design criteria for drainage, overland release, and LID. Impacts are ***less than significant***.

Plate IS-6: Post Project Drainage Sheds



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, Sacramento County Code 16.44 (Land Grading and Erosion Control) requires private construction sites disturbing one or more acres or moving 350 cubic yards or more of earthen material to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an Erosion and Sediment Control (ESC) Plan describing erosion and sediment control best management practices (BMPs) that will be implemented during construction to prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. Construction projects not subject to SCC 16.44 are subject to the Stormwater Ordinance (SCC 15.12) described above.

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 WDID#. 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.

Applicable projects applying for a County grading permit must show proof that a WDID # has been obtained and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the CGP, the County does have the authority to ensure

sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components.

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. In particular, the project proponent should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project proponent may wish to conduct settling column tests in addition to other soils testing on the site, to ascertain whether conventional BMPs will work for the project.

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Regional Water Board.

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 and bioretention facilities.

The County requires developers to utilize the *Stormwater Quality Design Manual for the Sacramento Region, 2018* (Design Manual) in selecting and designing post-construction facilities to treat runoff from the project. Regardless of project type or size, developers are required to implement the minimum source control measures (Chapter 4 of the Design Manual). Low impact development measures and Treatment Control Measures are required of all projects exceeding the impervious surface threshold defined in Table 3-2 and 3-3 of the Design Manual. Further, depending on project size and location, hydromodification control measures may be required (Chapter 5 of the 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. 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 the movement of any native resident or migratory fish or wildlife species.
- Adversely affect or result in the removal of native or landmark trees.

SPECIAL STATUS SPECIES

The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. In 1984, the State of California enacted a similar law, the California Endangered Species Act (CESA), to protect species identified and listed by the California Fish and Wildlife Commission as endangered or threatened with extinction.

The state and federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality ACT (CEQA) and the National Environmental Policy Act (NEPA) to help protect ecosystems that endangered and threatened species depend upon. The United States Fish and Wildlife Service (USFWS) is responsible for implementation of the FESA while CDFW implements the CESA.

Accidental or intentional killing of a threatened or endangered species is labeled “take”. “Take” is defined as “to harass, harm, pursue, hunt, shoot, would, kill, trap, capture, or collect” any threatened or endangered wildlife species. Take may include significant habitat modification or degradation and is applied to threatened and endangered plant species as well.

Incidental take to an otherwise lawful activity may be authorized by one of two procedures. If a federal agency is involved with the permitting, funding, or carrying out of the project, then initiation of formal consultation between that agency and USFWS pursuant to Section 7 of the FESA is required if proposed project may affect a federally listed species. Such consultation would result in a biological opinion that addresses the anticipated effects of the project to listed species and may authorize a limited level of incidental take. If a federal agency is not involved with the project, and federally listed species may be taken as part of the project, then an incidental take permit pursuant to Section 10(a) of the FESA must be obtained. The USFWS may issue such a permit upon completion of a satisfactory conservation plan for any listed species that would be affected by the project. The current project does not involve federal funding.

Under CEQA, species officially proposed for listing (federal classification), candidate species (federal and state classification), species of special concern (State of California classification) and species of concern (federal classification) are fully protected. Plants identified as “1B” by the California Native Plant Society are also afforded protection pursuant to CEQA.

Raptors and their active nests are protected by the California Fish and Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the

orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. 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.” Thus, take may occur both as a result of cutting down a tree or as a result of activities nearby an active nest which cause nest abandonment.

SWAINSON’S HAWK

The Swainson’s hawk (*Buteo swainsoni*) is listed as a Threatened species by the State of California and is a candidate for federal listing as threatened or endangered. It is a migratory raptor typically nesting in or near valley floor riparian habitats during spring and summer months. Swainson’s hawks were once common throughout the state, but various habitat changes, including the loss of nesting habitat (trees) and the loss of foraging habitat through the conversion of native Central Valley grasslands to certain incompatible agricultural and urban uses has caused an estimated 90% decline in their population.

Swainson’s hawks feed primarily upon small mammals, birds, and insects. Their typical foraging habitat includes native grasslands, alfalfa and other hay crops that provide suitable habitat for small mammals. Certain other row crops and open habitats also provide some foraging habitat. The availability of productive foraging habitat near a Swainson’s hawk’s nest site is a critical requirement for nesting and fledgling success. In central California, about 85% of Swainson’s hawk nests are within riparian forest or remnant riparian trees. CEQA analysis of impacts to Swainson’s hawks consists of separate analyses of impacts to nesting habitat and foraging habitat. The analysis below focuses on impacts to nesting habitat, as the project does not contain, nor will it affect, foraging habitat for Swainson’s hawk.

The CEQA analysis provides a means by which to ascertain impacts to the Swainson’s hawk. When the analysis identifies impacts, mitigation measures are established that will reduce impacts to the species to a *less than significant* level. Project proponents are cautioned that the mitigation measures are designed to reduce impacts and do not constitute an incidental take permit under the California Endangered Species Act (CESA). Anyone who directly or incidentally takes a Swainson’s hawk, even when in compliance with mitigation measures established pursuant to CEQA, may violate the California Endangered Species Act.

PROJECT IMPACTS

There are no documented Swainson’s hawk occurrences in the project vicinity, however, the large trees located on the project site and in the project vicinity indicate that there is suitable nesting habitat available for Swainson’s hawk. As a result, pre-construction surveys will be required. The purpose of the survey requirement is to ensure that construction activities do not agitate nesting hawks, potentially resulting in nest abandonment or other harm to nesting success. In a rural setting, multiple surveys, as required by CDFW through the report Recommended Timing and

Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk TAC 2000) would be required. However, the project is located in an urban setting, where construction activity is less likely to agitate Swainson's hawks. Mitigation has been included implementing the measures included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California (November 1, 1994). These state that no intensive new disturbances, such as heavy equipment operation associated with construction, should be initiated within ¼-mile of an active Swainson's hawk nest in an urban setting between March 1 and September 15.

If Swainson's hawk nests are found, the developer is required to contact CDFW to determine what measures need to be implemented in order to ensure that nesting hawks remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. According to the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California (November 1, 1994), the mitigation described above will ensure that project impacts to nesting Swainson's hawk will be ***less than significant***.

NESTING BIRDS OF PREY

This section addresses raptors which are not listed as endangered, threatened, or of special concern, but are nonetheless afforded general protections by the Fish and Game Code. Raptors and their active nests are protected by the California Fish and Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. 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." Thus, take may occur both as a result of cutting down a tree or as a result of activities nearby an active nest which cause nest abandonment.

Raptors within the Sacramento region include tree-nesting species such as the red-tailed hawk and red-shouldered hawk, as well as ground-nesting species such as the northern harrier. The following raptor species are identified as "special animals" due to concerns over nest disturbance: Cooper's hawk, sharp-shinned hawk, golden eagle, northern harrier, and white-tailed kite. Multiple records for white-tailed kite occur within a one mile radius of the project site, and potential nesting habitat occurs on the project site.

To avoid impacts to nesting raptors, mitigation involves pre-construction nesting surveys to identify any active nests and to implement avoidance measures if nests are found – if construction will occur during the nesting season of March 1 to September 15. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting raptors, potentially resulting in nest abandonment or other harm to

nesting success. If nests are found, the project proponent is required to contact CDFW to determine what measures need to be implemented in order to ensure that nesting raptors remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. If no active nests are found during the focused survey, no further mitigation will be required. Mitigation will ensure that project impacts to nesting raptors will be ***less than significant***.

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.”

Large trees located onsite and in the vicinity of the Project and offsite improvement areas provide suitable nesting habitat for migratory birds. To avoid potentially significant impacts related to disturbance of nesting migratory birds, 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 from onsite and offsite impacts until the nesting season is concluded. Impacts to migratory nesting birds are therefore ***less than significant***.

BURROWING OWL

According to the California Fish and Wildlife life history account for the species, burrowing owl (*Athene cunicularia*) habitat can be found in annual and perennial grasslands, deserts, and arid scrublands characterized by low-growing vegetation. Burrows are the essential component of burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nesting sites for burrowing owls. Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also use human-made structures such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owls are listed as a California Species of Special Concern due to loss of breeding habitat.

Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Breeding season is generally defined as spanning February 1 to August 31 and wintering from September 1 to January 31. Occupancy of suitable burrowing owl habitat can be verified at a site by detecting a burrowing owl, its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance. Burrowing owls exhibit high site fidelity, reusing burrows year after year.

According to the California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012), surveys for burrowing owl should be conducted whenever suitable habitat

is present within 500 feet of a proposed impact area; this is also consistent with the “Burrowing Owl Survey Protocol and Mitigation Guidelines” published by The California Burrowing Owl Consortium (April 1993). Occupancy of burrowing owl habitat is confirmed whenever one burrowing owl or burrowing owl sign has been observed at a burrow within the last three years.

There is potential for burrowing owl to be found on-site based on existing condition of grassland, as well as man made structures, including the cement culvert adjacent the creek located just south of the project boundary. If owls are present, construction activities on the project site have the potential to disturb burrowing owls, which is considered an impact. Mitigation has been included in the form of pre-construction surveys to determine if owls are present at the time of construction, which will ensure impacts are ***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*).

SITE SPECIFIC ANALYSIS

An arborist report and tree inventory was prepared by Sierra Nevada Arborists on February 25, 2019 (Appendix D). The project site contains 7 non-native trees and 4 native trees (Table IS-11, Plate IS-7).

Table IS-11: Project Site Trees

Species	Common Name	Number On Site	Protected Native Tree?
<i>Robinia pseudoacacia</i>	Black locust	1	No
<i>Pistacia chinensis</i>	Chinese pistache	3	No
<i>Pyrus calleryana</i>	Flowering pear	2	No
<i>Populus fremontii</i>	Fremont cottonwood	1	Yes
<i>Quercus wislizeni</i>	Interior live oak	2	Yes
<i>Quercus lobata</i>	Valley oak	1	Yes
<i>Salix lucida</i>	Pacific willow	1	Yes

Implementation of the project would require removal off all native trees on site; impacts for removal of three native trees can be mitigated by implementing mitigation per inch of dbh removed. A total of 18.5 dbh inches are required in mitigation per the mitigation measure for native trees below for the removal of the three oak trees onsite (Table IS-12). Fremont cottonwood and Pacific willow provide habitat value when within a riparian setting, particularly raptor nesting habitat. Given that the project location is far from any riparian areas, the Fremont cottonwood that is located on the project site is not functioning as riparian canopy or nesting habitat, and therefore, no mitigation is require for its removal under the policies for native tree protection. Therefore, impacts associated with the removal of native trees are ***less than significant***.

Plate IS-7: Project Site Trees

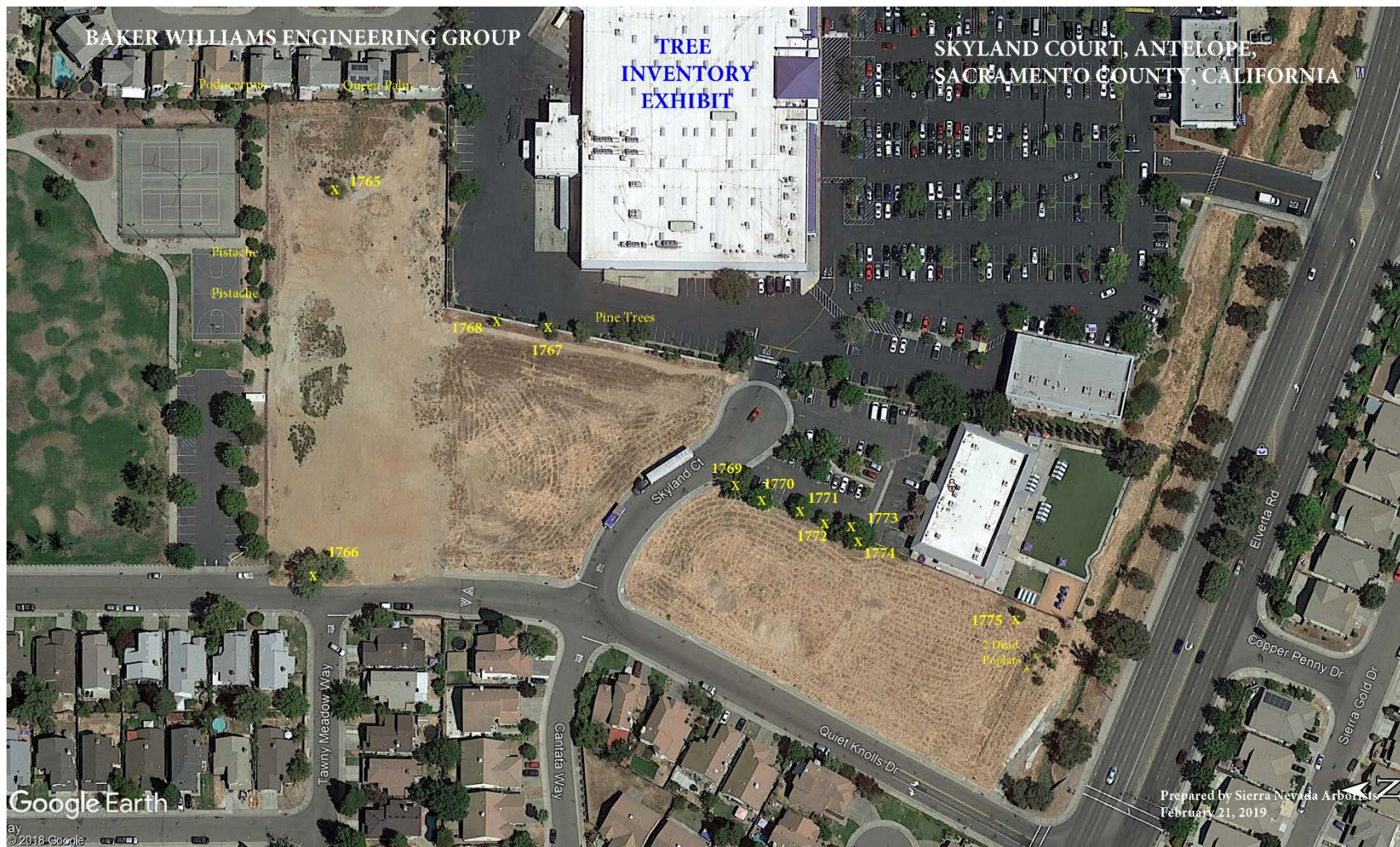


Table IS-12: Project Site Native Tree Impacts

Tree Number	Species	Common Name	Dbh (inches)	Mitigation required?
1765	<i>Salix lucida</i>	Pacific willow	12	No*
1766	<i>Populus fremontii</i>	Fremont cottonwood	93	No*
1767	<i>Quercus wislizenii</i>	Interior live oak	6.5	Yes
1768	<i>Quercus wislizenii</i>	Interior live oak	6	Yes
1775	<i>Quercus lobata</i>	Valley oak	6	Yes
*These species provide habitat value when it is within a riparian setting and/or nesting habitat. Given that the project location is far from any riparian areas, the Fremont cottonwood and Pacific willow that are located on the project site do not function as riparian canopy or habitat, and therefore, no mitigation is required for removal.				

NON-NATIVE 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 Sacramento County Department of Transportation, Landscape Planning and Design Division. The list includes more than seventy trees, so is not included here, but it is available at

<http://www.per.saccounty.net/Programs/Documents/Tree%20Coordinator/Tree%2015-year%20shade%20values%201-8-14.pdf#search=15%20year%20shade%20value>.

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.

Project implementation would result in the removal of the seven non-native located on the project site. Mitigation for the shade canopy loss generally requires that new tree canopy be installed on site equivalent to the acreage of non-native tree canopy removed. New landscaping that is to be incorporated into the site design counts toward the total replacement square footage. The landscaping that will be included in the overall site design will result in tree canopy that is in excess of tree canopy that is being removed, so impacts to non-native tree canopy are ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

REGULATORY BACKGROUND

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. SB 32 extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.¹

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

In November of 2011, Sacramento County approved the Phase 1 Climate Action Plan Strategy and Framework document (Phase 1 CAP), which is the first phase of developing a community-level Climate Action Plan. The Phase 1 CAP provides a framework and overall policy strategy for reducing greenhouse gas emissions and managing our resources in order to comply with AB 32. It also highlights actions already taken to become more efficient, and targets future mitigation and adaptation strategies. This document is available at http://www.green.saccounty.net/Documents/sac_030843.pdf. The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

Goals in the section on agriculture focus on promoting the consumption of locally-grown produce, protection of local farmlands, educating the community about the intersection of agriculture and climate change, educating the community about the importance of open space, pursuing sequestration opportunities, and promoting water conservation in

¹ EO S-03-05 has set forth a reduction target to reduce GHG emissions by 80 percent below 1990 levels by 2050. This target has not been legislatively adopted.

agriculture. Actions related to these goals cover topics related to urban forest management, water conservation programs, open space planning, and sustainable agriculture programs.

Goals in the section on energy focus on increasing energy efficiency and increasing the usage of renewable sources. Actions include implementing green building ordinances and programs, community outreach, renewable energy policies, and partnerships with local energy producers.

Goals in the section on transportation/land use cover a wide range of topics but are principally related to reductions in vehicle miles traveled, usage of alternative fuel types, and increases in vehicle efficiency. Actions include programs to increase the efficiency of the County vehicle fleet, and an emphasis on mixed use and higher density development, implementation of technologies and planning strategies that improve non-vehicular mobility.

Goals in the section on waste include reductions in waste generation, maximizing waste diversion, and reducing methane emissions at Kiefer landfill. Actions include solid waste reduction and recycling programs, a regional composting facility, changes in the waste vehicle fleet to use non-petroleum fuels, carbon sequestration at the landfill, and methane capture at the landfill.

Goals in the section on water include reducing water consumption, emphasizing water efficiency, reducing uncertainties in water supply by increasing the flexibility of the water allocation/distribution system, and emphasizing the importance of floodplain and open space protection as a means of providing groundwater recharge. Actions include metering, water recycling programs, water use efficiency policy, water efficiency audits, greywater programs/policies, river-friendly landscape demonstration gardens, participation in the water forum, and many other related measures.

The Phase 1 CAP is a strategy and framework document. The County adopted the Phase 2A CAP (Government Operations) on September 11, 2012. Neither the Phase 1 CAP nor the Phase 2A CAP are “qualified” plans through which subsequent projects may receive CEQA streamlining benefits. The Communitywide CAP (Phase 2B) has been in progress for some time (<https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/CAP.aspx>) but was placed on hold in late 2018 pending in-depth review of CAP-related litigation in other jurisdictions.

The commitment to a Communitywide CAP is identified in General Plan Policy LU-115 and associated Implementation Measures F through J on page 117 of the General Plan Land Use Element. This commitment was made in part due to the County’s General Plan Update process and potential expansion of the Urban Policy Area to accommodate new growth areas. General Plan Policies LU-119 and LU-120 were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. This second phase CAP is intended to flesh out the strategies involved in the strategy and framework CAP, and will include economic analysis, intensive vetting with all internal departments, community

outreach/information sharing, timelines, and detailed performance measures. The County is currently preparing this second phase CAP and it is expected to be completed in 2020. The Countywide CAP was re-initiated in early 2020, with a target adoption of 12-18 months from July 1, 2020.

THRESHOLDS OF SIGNIFICANCE

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for proposed development-level analysis.

In April 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB's 2017 Climate Change Scoping Plan. The Sacramento County Board of Supervisors adopted the updated GHG threshold in December 2020. SMAQMD's technical support document, "Greenhouse Gas Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 metric tons of CO₂e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO₂e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.
 - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)
 - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-13. Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. For projects that exceed 1,100 metric tons per year, then compliance with BMP 3 is also required:

- BMP 3 – Reduce applicable project VMT by 15% residential and 15% worker relative to Sacramento County targets, and no net increase in retail VMT. In areas with above-average existing VMT, commit to provide electrical capacity for 100% electric vehicles.

SMAQMD's GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-9.

Table IS-13: SMAQMD Thresholds of Significance for Greenhouse Gases

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas as CO ₂ e	1,100 metric tons per year	1,100 metric tons per year
Stationary Source Only		
	Construction Phase	Operational Phase
Greenhouse Gas as CO ₂ e	1,100 metric tons per year	10,000 metric tons per year

PROJECT IMPACTS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. The project is within the screening criteria for construction related impacts related to air quality. Therefore, construction-related GHG impacts are considered ***less than significant***.

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

The project will implement BMP 1 and BMP 2 in its entirety. As such, the project can be compared to the operational screening table. The operational emissions associated with the project are less than 1,100 MT of CO₂e per year. Mitigation has been included such that the project will implement BMP 1 and BMP 2. The impacts from GHG emissions are ***less than significant with mitigation***.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures A through G are critical to ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

As the applicant, or applicant's representative, for this project, I acknowledge that project development creates the potential for significant environmental impact and agree to implement the mitigation measures listed below, which are intended to reduce potential impacts to a less than significant level.

Applicant **[Original Signature on File]** _____ Date: _____

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds.

Control of fugitive dust is required by District Rule 403 and enforced by District staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and

off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic

MITIGATION MEASURE B: NOISE ATTENUATION

In order to satisfy the General Plan interior noise level standards the following specific noise mitigation measures are required:

All upper-floor bedroom window assemblies of residences adjacent to Elverta Road from which the roadway is visible (i.e., south, east and west) shall have a minimum STC rating of 32. Plate IS-4 shows the window upgrade locations.

All upper-floor bedroom window assemblies of residences adjacent to WinCo Foods from which the truck delivery area is visible (i.e., south, east and west) shall have a minimum STC rating of 32. Plate IS-4 shows the window upgrade locations.

MITIGATION MEASURE C: SWAINSON'S HAWK AND RAPTOR NEST PROTECTION

If construction activity (which includes clearing, grubbing, or grading) is to commence between March 1 and September 15, a survey for raptor nests shall be conducted by a qualified biologist. The survey shall cover all potential tree nesting habitat on-site and off-site up to a distance of 500 feet from the project boundary and within ¼ mile for Swainson's hawk. The survey shall occur within 30 days of the date that construction will encroach within 500 feet of suitable habitat. The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the Environmental Coordinator prior to ground disturbing activity. If no active nests are found during the survey, no further mitigation will be required. If any active nests are found, the Environmental Coordinator and California Fish and Wildlife shall be contacted to determine appropriate avoidance/protective measures.

MITIGATION MEASURE D: MIGRATORY BIRD NEST PROTECTION

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

1. If construction activity (which includes clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1 and August 31, a survey for active migratory bird nests shall be conducted no more than 14 day prior to construction by a qualified biologist.
2. 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.
3. 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, or until September 1.

MITIGATION MEASURE E: BURROWING OWL

Prior to the commencement of construction activities (which includes clearing, grubbing, or grading) within 500 feet of suitable burrow habitat, a survey for burrowing owl shall be conducted by a qualified biologist. The survey shall occur within 30 days of the date that construction will encroach within 500 feet of suitable habitat. Surveys shall be conducted in accordance with the following:

1. A survey for-burrows and owls should be conducted by walking through suitable habitat over the entire project site and in areas within 150 meters (~500 feet) of the project impact zone.
2. Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters (~100 feet), and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors should maintain a minimum distance of 50 meters (~160 feet) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons.
3. If no occupied burrows or burrowing owls are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the Environmental Coordinator and no further mitigation is necessary.
4. If occupied burrows or burrowing owls are found, then a complete burrowing owl survey is required. This consists of a minimum of four site visits conducted on four separate days, which must also be consistent with the Survey Method, Weather Conditions, and Time of Day sections of Appendix D of the California Fish and Wildlife "Staff Report on Burrowing Owl Mitigation" (March 2012). Submit a survey report to the Environmental Coordinator which is consistent with

the Survey Report section of Appendix D of the California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012).

5. If occupied burrows or burrowing owls are found the applicant shall contact the Environmental Coordinator and consult with California Fish and Wildlife prior to construction, and will be required to submit a Burrowing Owl Mitigation Plan (subject to the approval of the Environmental Coordinator and in consultation with California Fish and Wildlife). This plan must document all proposed measures, including avoidance, minimization, exclusion, relocation, or other measures, and include a plan to monitor mitigation success. The California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012) should be used in the development of the mitigation plan.

MITIGATION MEASURE F: NATIVE TREE REMOVAL

The removal of 18.5 inches dbh of native trees (1767, 1768, 1775) 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*), and interior live oak (*Quercus wislizenii*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first. A total of 18.5 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 G: GREENHOUSE GASES

The project is required to incorporate the following Tier 1 Best Management Practices (BMPs)

- BMP 1: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Office of Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is \$6,400. This fee includes administrative costs of \$930.00.
2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

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. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with environmental policies of the Sacramento County General Plan, Antelope Community Plan, and Sacramento County Zoning Code.
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 project will neither directly nor indirectly induce substantial unplanned population growth; the proposal is consistent with existing land use designations.
b. Displace substantial amounts of existing people or 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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		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
d. 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 occurs outside of any identified public or private airport/airstrip safety zones.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider has adequate capacity to serve the water needs of the proposed project.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		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		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but 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 would result in minor increases to student population; however, the increase would not require the construction/expansion of new unplanned school facilities. Established case law, <i>Goleta Union School District v. The Regents of the University of California</i> (36 Cal-App. 4 th 1121, 1995), indicates that school overcrowding, standing alone, is not a change in the physical conditions, and cannot be treated as an impact on the environment.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?			X		The project will result in increased demand for park and recreation services, but meeting this demand will not result in any substantial physical impacts.
7. TRANSPORTATION - 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 result in minor increases in vehicle trips, but this increase will not cause, either individually or cumulatively, a level of service standard established by the County to be exceeded.
b. Result in a substantial adverse impact to access and/or circulation?			X		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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Result in a substantial adverse impact to public safety on area roadways?			X		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.
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 generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?		X			The completed project will not generate substantial noise. Mitigation has been included such that the project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. Refer to the Noise section.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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).
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary.
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will incrementally add to groundwater consumption; however, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are minor.
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		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		The project site is in a local flood hazard area, but not in a federally mapped floodplain. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		The project site is not within a 100-year floodplain.
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).

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		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.
11. GEOLOGY AND SOILS - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including 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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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 or unique geologic feature?			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			The project site contains suitable habitat for Swainson's hawk and nesting raptors. Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
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		A concrete-lined drainage channel borders the southern edge of the project. The project will not impact the drainage channel.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?		X			Resident and/or migratory wildlife may be displaced by project construction; however, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected.
e. Adversely affect or result in the removal of native or landmark trees?		X			Native trees occur on the project site. Mitigation is included to ensure impacts are less than significant. Refer to the Biological Resources discussion in the Environmental Effects section above.
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		The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. 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.
15. 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		The project does not involve the transport, use, and/or disposal of hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material.
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 does not involve the use or handling of hazardous material.
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	The project is not located on a known hazardous materials site.
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.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce 73 new homes and increase energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements.
17. 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 is under the SMAQMD threshold for operational emissions for residential units of this type. The project will implement Tier 1 BMPs as outlined in the Sacramento County/SMAQMD GHG thresholds of significance. As such, the project will have a less than significant impact related to GHG emissions.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose of reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Medium Density Residential	X		
Community Plan	RD-20	X		
Land Use Zone	RD-20	X		

INITIAL STUDY PREPARERS

Interim Environmental Coordinator: Todd Smith

Section Manager: Chris Pahule

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Office Manager: Belinda Wekesa Batts

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