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

1. **Control Number:** PLNP2019-00321
2. **Title and Short Description of Project:** Pointe Fair Oaks Apartments  
A **Development Plan Review** to allow 26 apartment units in four two-story structures on approximately 1.36 acres in the commercial district subarea of the Fair Oaks Village SPA  
A **Special Development Permit** to allow:  
A reduction in the minimum side street yard setback (Sunrise Boulevard) from 25 feet required to 2 feet proposed;  
A reduction in the minimum multifamily detached open space requirement of 30 percent required to 26 percent proposed;  
A reduction in the minimum trash enclosure setback from a public street (Howard Street) of 31 feet required to 14 feet proposed;  
Deviation from the required 8-foot-wide landscape planter with street trees along the project site's frontage and setback areas on Fair Oaks Boulevard, Sunrise Boulevard, and Howard Street;  
A **Design Review** to comply with the Countywide Design Guidelines.  
The project will improve Howard Street along its frontage and will increase the pavement width in the area from Villa Court to the project to 18 feet
3. **Assessor's Parcel Number:** 244-0220-026
4. **Location of Project:** The project site is located at the southwest corner of the Fair Oaks Boulevard and Sunrise Boulevard intersection, bounded by Howard Street to the south, Sunrise Boulevard to the east and commercial and residential parcels to the west, in the Fair Oaks community.
5. **Project Applicant:** GRA Architecture
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 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

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**CONTROL NUMBER: PLNP2019-00321**

**NAME:** Pointe Fair Oaks Apartments

**LOCATION:** The project site is located at the southwest corner of the Fair Oaks Boulevard and Sunrise Boulevard intersection, bounded by Howard Street to the south, Sunrise Boulevard to the east and commercial and residential parcels to the west, in the Fair Oaks community.

**ASSESSOR'S PARCEL NUMBER:** 244-0220-026

**OWNER:** Michael Allen  
APIP 2001, LLC  
4320 Rand Lane  
Sacramento, CA 95864

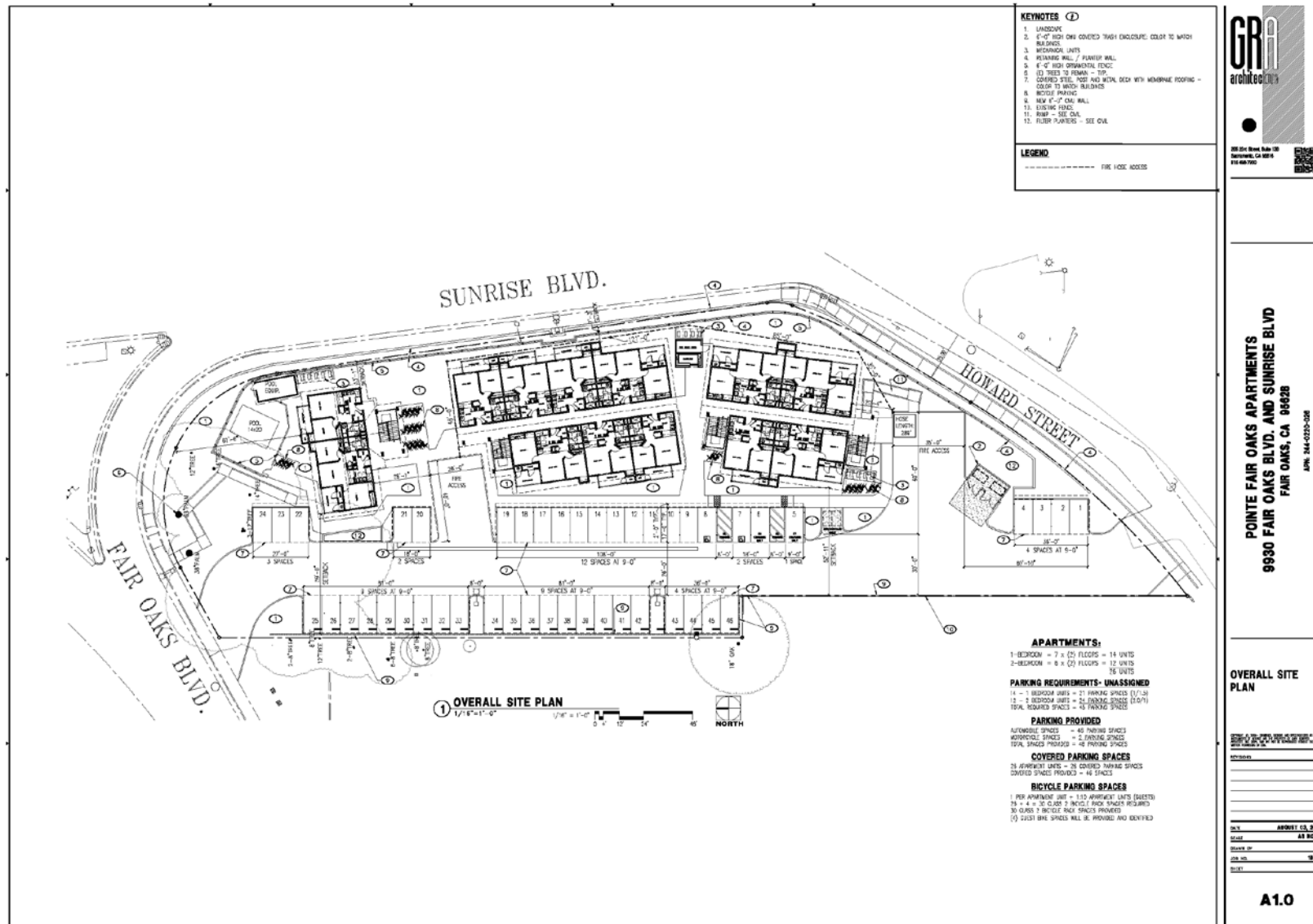
**APPLICANT:** Michael Buschow  
GRA Architecture  
205 23<sup>rd</sup> Street, Suite 130  
Sacramento, CA 95816

PROJECT DESCRIPTION

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1. A **Development Plan Review** to allow 26 apartment units in four two-story structures on approximately 1.36 acres in the commercial district subarea of the Fair Oaks Village SPA (Plate IS-1).
2. A **Special Development Permit** to allow:
  - a. A reduction in the minimum side street yard setback (Sunrise Boulevard) from 25 feet required to 2 feet proposed;
  - b. A reduction in the minimum multifamily detached open space requirement of 30 percent required to 26 percent proposed;
  - c. A reduction in the minimum trash enclosure setback from a public street (Howard Street) of 31 feet required to 14 feet proposed;
  - d. Deviation from the required 8-foot-wide landscape planter with street trees along the project site's frontage and setback areas on Fair Oaks Boulevard, Sunrise Boulevard, and Howard Street;

Plate IS-1: Site Plan



- e. Deviation from the required 7-foot-wide landscape planter with screen trees along the interior property line adjacent to the existing single-family residential parcels to the west;
  - f. Deviation from parking lot landscaping standards, including minimum 8-foot-wide landscaped areas at the end of the of parking aisles and parking islands every 7 parking spaces;
3. A **Design Review** to comply with the Countywide Design Guidelines.

The project will improve Howard Street along its frontage and will increase the pavement width in the area from Villa Court to the project to 18 feet.

## ENVIRONMENTAL SETTING

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The property is located at the southwest corner of the Fair Oaks Boulevard and Sunrise Boulevard intersection, bounded by Howard Street to the south, Sunrise Boulevard to the east and commercial and residential parcels to the west, in the Fair Oaks community (Plate IS-2). Project site is located at approximately 1.36 acres in the commercial district subarea of the Fair Oaks Village Special Planning Area (SPA)(Plate IS-3).

## ENVIRONMENTAL EFFECTS

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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.

### 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.
- Result in a substantial adverse impact to access and/or circulation.
- Result in a substantial adverse impact to public safety on area roadways.

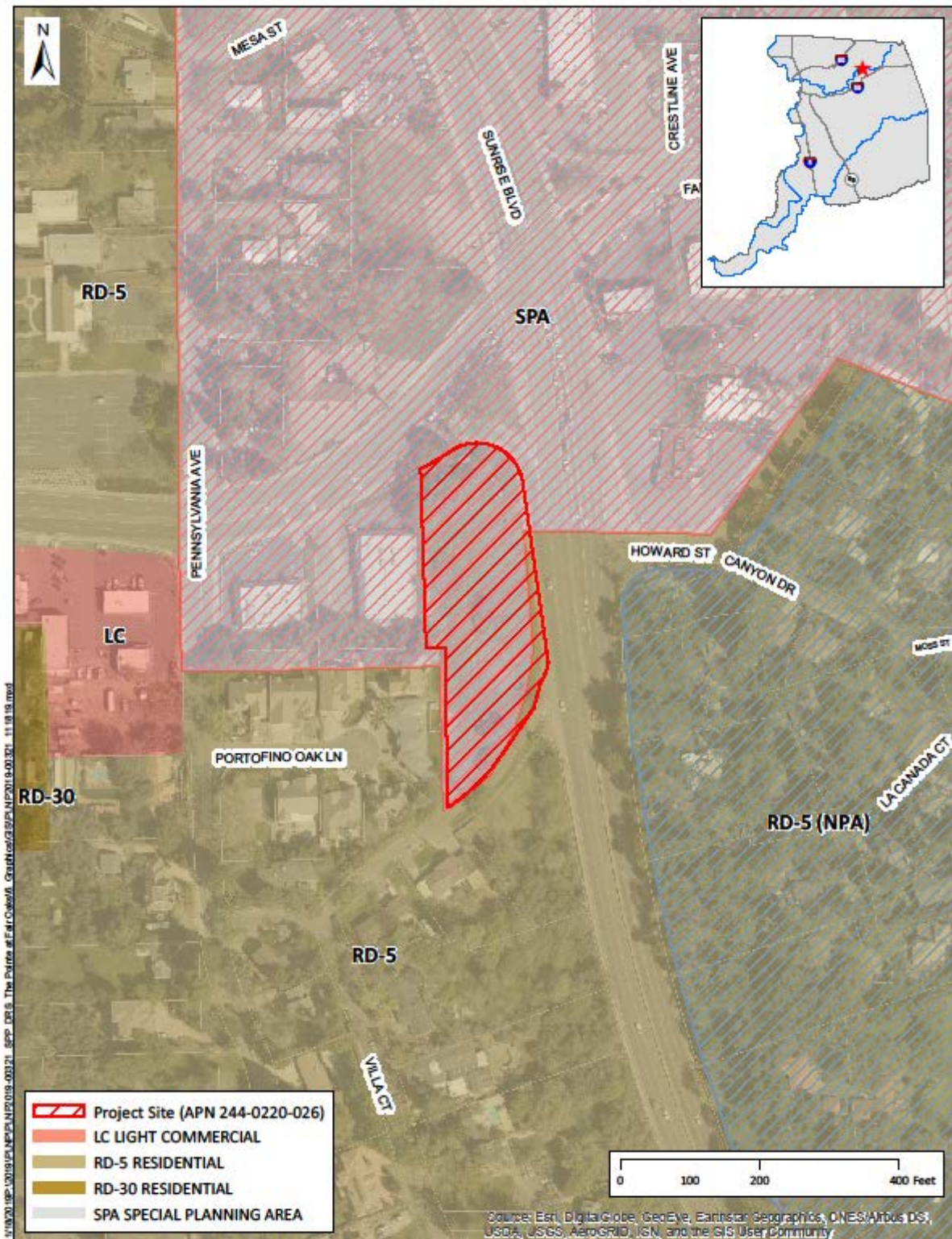


Plate IS-2: Vicinity Map





Plate IS-3: Zoning Map



### *TRANSPORTATION/TRAFFIC SETTING*

The site is a proposed multi-family apartment complex located adjacent to the existing commercial property and residents to the west and southwest. The site is located within the Fair Oaks Special Planning Area a commercial area within the community of Fair Oaks. The nearest roadways are Fair Oaks Boulevard, Sunrise Boulevard and Howard Street which form the northern, eastern and southern boundaries of the property. In addition, there is one local street, Pennsylvania Avenue that connects Fair Oaks Boulevard with Howard Street. A Traffic Impact Analysis (TIA) was prepared by DK Anderson and Associates (April 8, 2020, Appendix A). The description of the local street infrastructure is from the TIA.

### **STUDY AREA ROADWAYS**

#### ***REGIONAL ROADWAYS***

Two major roadways will provide access to the project.

Fair Oak Boulevard is an arterial street that traverses the community of Fair Oaks and the eastern Sacramento metropolitan area. In the area of the proposed project Fair Oaks Boulevard is a four-lane road with auxiliary left turn lanes. Parking is prohibited along Fair Oaks Boulevard in the area of the proposed project.

Sunrise Boulevard is a north-south arterial street that traverses eastern Sacramento County and links the community of Fair Oaks with US 50 to the south. In the area of the proposed project Sunrise Boulevard is a six-lane facility with limited access.

#### ***LOCAL STREETS***

The project lies at the northeast corner of an existing neighborhood that is bounded on the south by the American River, on the east by Sunrise Boulevard and by Fair Oaks Boulevard on the north. The following local streets provide access to this area.

Pennsylvania Avenue is a local street that intersects Fair Oaks Boulevard in the area immediately west of the Sunrise Boulevard intersection. This two-lane street links existing residential neighborhoods west of the project site with Fair Oaks Boulevard and also provides access to the American River. The width of Pennsylvania Avenue varies. The northern portion adjoining the commercial areas along Fair Oaks Boulevard is generally 45 feet wide (curb to curb), and sidewalk exists on both sides of the street. South of the commercial area to Howard Street the paved section on Pennsylvania Avenue is 20 to 22 feet wide, and the street lacks sidewalks. The portion of Pennsylvania Avenue south of Howard Street to its intersection with Magnolia Street has 18 feet of pavement that is striped for two-way travel. There are no sidewalks in this area, shoulders are narrow or non-existent and the street is signed “No Parking 8 a.m. to 4 p.m.”. The posted speed limit is 25 mph. Horizontal – vertical curves exist in the area south of Howard Street to the Magnolia Street intersection, and “curve ahead” warning signs include 20 mph advisory speed plates.



Howard Street is an existing local street that runs for 600 feet from Pennsylvania Avenue to Sunrise Boulevard. Howard Street is narrow, as noted in Table IS-1. On-street parking is prohibited from 8:00 a.m. to 4:00 p.m. The portion of the road from Villa Court to Sunrise Boulevard is signed as a “one-lane road” but two-way travel is permitted. Howard Street intersects Sunrise Boulevard at the end of the merging area created for eastbound right turns onto southbound Sunrise Boulevard. A 25 mph residential prima facie speed limit applies to this street.

The adequacy of Howard Street is tied to the relatively low volume of traffic on the road. The American Association of State Highway and Transportation Officials (AASHTO) publications A Policy on Geometric Design of Highways and Streets, 2018 presents guidelines for the width of low volume streets and suggests that two-way travel generally requires a minimum of 18 feet of pavement and shoulder. In this case the pavement width in the area from Villa Court to Sunrise Boulevard is roughly 16 feet. Current traffic volumes are very low, and when opposing vehicles occasionally meet one vehicle typically moves off of the pavement slightly to allow the other to pass.

**Table IS-1: Howard Street Pavement Width**

| From                  | To                    | Length (Feet) | Payment Width Feet) |
|-----------------------|-----------------------|---------------|---------------------|
| Pennsylvania Avenue   | Villa Court           | 150           | 18-19               |
| Villa Court           | Project Property line | 230           | 16                  |
| Project Property line | Sunrise Boulevard     | 185           | 16                  |

Source: KD Anderson, April 8, 2020

Villa Court is a residential cul-de-sac street that extends south from Howard Street into a neighborhood just west of Sunrise Boulevard. The Villa Court intersection is roughly 160 feet from Pennsylvania Avenue.

#### *VEHICLE MILES TRAVELED IMPACTS*

Sacramento County updated their Transportation Analysis Guidelines (TAG) in July 2020 to provide a methodology to conduct CEQA transportation analyses for land development and transportation projects in compliance with SB 743. The 2020 TAG provide screening criteria for projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, and/or location. If a component of the project meets these screening criteria, but not the entire project, only the component meeting the criteria would be screened from CEQA transportation analysis.

The screening criteria for small projects is whether a project would generate more than 237 trips. If the project would generate fewer than 237 trips then the project would have less than significant traffic impacts based on VMT. Table IS-2 shows that, the project is expected to increase daily trips by 136 the proposed project would not exceed the 237-

trip threshold therefore, the project would have ***less than significant impacts*** to traffic based on VMT.

**Table IS-2: Trip Generation Estimates**

| Condition   | Zoning or Use (Area)      | Source    | Daily Trip Rate | Daily Trips | AM Peak Hour Trip Rate | AM Peak Trips | PM Peak Hour Trip Rate | PM Peak Trips |
|---|---------------------------|-----------|-----------------|-------------|------------------------|---------------|------------------------|---------------|
| <b>Existing Use</b>   | Vacant (1.36 Ac)          |           |                 | 0           |                        |               |                        | 0             |
| <b>Proposed Project</b>   | Apartment (1.36 Ac 25 DU) | ITE (223) | 5.44 VTE/Std    | 136         | 0.36 VTE/DU            | 9             | 0.44 VTE/DU            | 11            |
| <b>Increase in trips for the proposed project as compared to the existing use</b> |                           |           |                 | <b>136</b>  |                        | <b>9</b>      |                        | <b>11</b>     |

Notes: VTE = Vehicle Trip Ends      Ac = Acres      DU = Dwelling Units  
 ITE = Institute of Transportation Engineers, Trip Generation, 10<sup>th</sup> Edition (Land Use No.)

#### *SAFETY/ACCESS/CIRCULATION IMPACTS*

##### **SAFETY- SUNRISE BOULEVARD ACCESS AT HOWARD STREET.**

Howard Street intersects Sunrise Boulevard at a location approximately 300 feet south of the point where traffic entering Sunrise Boulevard from eastbound Fair Oaks Boulevard meets traffic traveling southbound on Sunrise Boulevard. Southbound Sunrise Boulevard is wide enough to act as weaving area between the two intersections, and the weaving area narrows abruptly beyond Howard Street.

A weaving area exists as southbound traffic headed onto Howard Street mixes with and moves through traffic attempting to merge onto southbound Sunrise Boulevard. Because the current volume of traffic turning onto Howard Street is very small, (i.e., no traffic observed in the a.m. peak hour and 7 vehicles in the pm peak hour) weaving in this area is not a major issue. With project development, an additional 3 trips in the a.m. peak hour and 9 trips in the p.m. peak hour southbound vehicles will be turning right onto Howard Avenue from Sunrise Boulevard. Resulting volumes will remain too small to cause an appreciable weaving issue.

To address potential safety issues, the final project design should address sight distance in this area. The northwest corner of the Sunrise Boulevard / Howard Avenue intersection cannot have any tall vegetation or other obstructions that may limit sight distance for motorists turning from Howard Avenue onto Sunrise Boulevard.

##### **SAFETY- HOWARD STREET**

The project will add traffic to Howard Street in the area where the roadway has a paved width of roughly 16 feet. During peak hours, 8 to 9 vehicles per hour might be added

between the project and Pennsylvania Avenue. This additional traffic is too small to have an appreciable effect on traffic safety. However, to better accommodate two-way travel, as a condition of approval the project will improve Howard Street along its frontage and will increase the pavement width in the area from Villa Court to the project to 18 feet.

With mitigation limiting any tall vegetation or other obstructions that may limit sight distance for motorists turning from Howard Avenue onto Sunrise Boulevard, the project's impact to safety/access/circulation would be ***less than significant***.

## 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-3). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-4).

**Table IS-3: Air Quality Standards Attainment Status**

| Pollutant                        | Attainment with State Standards                                      | Attainment with Federal Standards   |
|----------------------------------|--|---|
| Ozone                            | Non-Attainment<br>(1 hour Standard <sup>1</sup> and 8 hour standard) | Non-Attainment, Classification = Severe -15*<br>(8 hour <sup>3</sup> Standards)<br>Attainment (1 hour standard <sup>2</sup> ) |
| Particulate Matter<br>10 Micron  | Non-Attainment<br>(24 hour Standard and Annual Mean)                 | Attainment (24 hour standard)   |
| Particulate Matter<br>2.5 Micron | Attainment<br>(Annual Standard)                                      | Non-Attainment<br>(24 hour Standard) and Attainment (Annual)  |
| Carbon Monoxide                  | Attainment<br>(1 hour and 8 hour Standards)                          | Attainment (1 hour and 8 hour Standards)  |
| Nitrogen Dioxide                 | Attainment<br>(1 hour Standard and Annual)                           | Unclassified/Attainment (1 hour and Annual)   |
| Sulfur Dioxide <sup>4</sup>      | Attainment<br>(1 hour and 24 hour Standards)                         | Attainment/unclassifiable <sup>5</sup>  |
| Lead                             | Attainment<br>(30 Day Standard)                                      | Attainment (3-month rolling average)  |
| Visibility Reducing Particles    | Unclassified<br>(8 hour Standard)                                    | No Federal Standard   |
| Sulfates                         | Attainment<br>(24 hour Standard)                                     | No Federal Standard   |
| Hydrogen Sulfide                 | Unclassified<br>(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 SO<sub>2</sub> 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-4: SMAQMD Significance Thresholds**

|  | ROG <sup>1</sup><br>(lbs/day) | NO <sub>x</sub><br>(lbs/day) | CO<br>(µg/m <sup>3</sup> ) | PM <sub>10</sub><br>(lbs/day) | PM <sub>2.5</sub><br>(lbs/day) |
|--|-------------------------------|------------------------------|----------------------------|-------------------------------|--------------------------------|
| Construction (short-term)  | None                          | 85                           | CAAQS <sup>2</sup>         | 80 <sup>3*</sup>              | 82 <sup>3*</sup>               |
| Operational (long-term)  | 65                            | 65                           | CAAQS                      | 80 <sup>3*</sup>              | 82 <sup>3*</sup>               |
| 1. Reactive Organic Gas<br>2. California Ambient Air Quality Standards<br>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 (PM<sub>10</sub> and PM<sub>2.5</sub>) generated by construction and development activities, and emissions from equipment and vehicle engines (NO<sub>x</sub>) 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. PM<sub>10</sub> and PM<sub>2.5</sub> 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 PM<sub>10</sub> or PM<sub>2.5</sub> 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 PM<sub>10</sub> and PM<sub>2.5</sub> 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 (1.36 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 PM<sub>10</sub> and PM<sub>2.5</sub>. 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<sub>x</sub>)**

The SMAQMD Guide currently provides screening criteria for construction-related ozone precursor emissions (NO<sub>x</sub>) 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<sub>x</sub> 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 (1.36 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 26 low rise apartment 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<sub>x</sub>, and PM<sub>2.5</sub>, 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<sub>x</sub>, ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> 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<sub>x</sub>, and 656 lb/day under the 8xTOS for ROG and NO<sub>x</sub> (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<sub>2.5</sub> 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-5 and Table IS-6.

Table IS-5: PM<sub>2.5</sub> Health Risk Estimates

| PM <sub>2.5</sub> Health Endpoint  | Age Range <sup>1</sup> | Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) <sup>2,5</sup> | Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) <sup>2</sup> | Percent of Background Health Incidences Across the 5-Air-District Region <sup>3</sup> | Total Number of Health Incidences Across the 5-Air-District Region (per year) <sup>4</sup> |
|--|------------------------|--|--|---|--|
|  |                        | (Mean)   | (Mean)   |   |  |
| <b>Respiratory</b>   |                        |  |  |   |  |
| Emergency Room Visits, Asthma  | 0 - 99                 | 0.95   | 0.88   | 0.0048%   | 18419  |
| Hospital Admissions, Asthma  | 0 - 64                 | 0.061  | 0.057  | 0.0031%   | 1846   |
| Hospital Admissions, All Respiratory   | 65 - 99                | 0.36   | 0.32   | 0.0016%   | 19644  |
| <b>Cardiovascular</b>  |                        |  |  |   |  |
| Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)  | 65 - 99                | 0.20   | 0.18   | 0.00076%  | 24037  |
| Acute Myocardial Infarction, Nonfatal  | 18 - 24                | 0.000078   | 0.000071   | 0.0019%   | 4  |
| Acute Myocardial Infarction, Nonfatal  | 25 - 44                | 0.0070   | 0.0066   | 0.0021%   | 308  |
| Acute Myocardial Infarction, Nonfatal  | 45 - 54                | 0.018  | 0.017  | 0.0023%   | 741  |
| Acute Myocardial Infarction, Nonfatal  | 55 - 64                | 0.030  | 0.028  | 0.0023%   | 1239   |
| Acute Myocardial Infarction, Nonfatal  | 65 - 99                | 0.13   | 0.12   | 0.0023%   | 5052   |
| <b>Mortality</b>   |                        |  |  |   |  |
| Mortality, All Cause   | 30 - 99                | 2.4  | 2.2  | 0.0049%   | 44766  |
| Notes:   |                        |  |  |   |  |
| <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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-</li> </ol> |                        |  |  |   |  |

|   |  |  |  |  |  |
|---|--|--|--|--|--|
| 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-6: Ozone Health Risk Estimates**

| Ozone Health Endpoint  | Age Range <sup>1</sup> | Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) <sup>2,5</sup> | Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) <sup>2</sup> | Percent of Background Health Incidences Across the 5-Air-District Region <sup>3</sup> | Total Number of Health Incidences Across the 5-Air-District Region (per year) <sup>4</sup> |
|--|------------------------|--|--|---|--|
|  |                        | (Mean)   | (Mean)   |   |  |
| <b>Respiratory</b>   |                        |  |  |   |  |
| Hospital Admissions, All Respiratory   | 65 - 99                | 0.085  | 0.069  | 0.00035%  | 19644  |
| Emergency Room Visits, Asthma  | 0 - 17                 | 0.34   | 0.28   | 0.0048%   | 5859   |
| Emergency Room Visits, Asthma  | 18 - 99                | 0.58   | 0.49   | 0.0039%   | 12560  |
| <b>Mortality</b>   |                        |  |  |   |  |
| Mortality, Non-Accidental  | 0 - 99                 | 0.054  | 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.

### **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.
- Result in a substantial temporary increase in ambient noise levels in the project vicinity.

Due to the potential for elevated traffic noise levels at the project site, Bollard Acoustical Consultants, Inc. (BAC) and RNS Acoustics were retained to prepare an Environmental Noise Assessment (Assessment). Specifically, the purposes of this Assessment were to quantify noise generated by traffic on Sunrise Boulevard and Fair Oaks Boulevard, and to compare those levels against the applicable Sacramento County noise standards for new residential developments (Appendix B and Appendix C, the Environmental Noise Assessment).

### ***BACKGROUND***

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is



expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in the noise assessment's appendix.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

The Day-Night Average Level ( $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.  $L_{dn}$ -based noise standards are commonly used to assess noise impacts associated with traffic, railroad and aircraft noise sources.

## *REGULATORY CONTEXT*

### **SACRAMENTO GENERAL PLAN**

The General Plan defines a noise sensitive outdoor area as the primary activity area associated with any given land use at which noise sensitivity exists. Noise sensitivity generally occurs in locations where there is an expectation of relative quiet, or where noise could interfere with the activity, which takes place in the outdoor area. An example is a backyard, where loud noise could interfere with the ability to engage in normal conversation.

The Noise Element of the Sacramento County General Plan establishes noise exposure criteria to aid in determining land use compatibility by defining the limits of noise exposure for sensitive land uses. There are goals and policies for noise receptors or sources, transportation or non-transportation noise, and interior and exterior noise. The following policies are applicable to the project:

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 in Table 1 (Table IS-7 of this report). Where the noise level standards of Table 1 (Table IS-7 of this report) 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 Table 1 (Table IS-7 of this report) standards.

**Table IS-7: Noise Standards for New Uses Affected by Traffic and Railroad Noise  
Sacramento County Noise Element [Table 1]**

| New Land Use  | Sensitive Outdoor Area - $L_{dn}$ | Sensitive Indoor Area - $L_{dn}$ | Notes   |
|---|-----------------------------------|----------------------------------|---------|
| All Residential   | 65                                | 45                               | 5       |
| Transient Lodging   | 65                                | 45                               | 3, 5    |
| Hospitals And Nursing Homes   | 65                                | 45                               | 3, 4, 5 |
| Theaters And 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 <sup>6</sup>  | 70                                | ---                              | ---     |
| Industry <sup>6</sup>   | 65                                | 50                               | 3       |
| <ol style="list-style-type: none"> <li>1. Sensitive areas are defined in acoustic terminology section.</li> <li>2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.</li> <li>3. Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.</li> <li>4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designed for outdoor relaxation by either hospital staff or patients.</li> <li>5. If this use is affected by railroad use, a maximum (<math>L_{max}</math>) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.</li> </ol> |                                   |                                  |         |

Multi-family Residential Uses: Common outdoor recreation areas, such as pools, tot-lots, tennis courts, etc., of multi-family uses are considered to be the sensitive outdoor area. Individual patios and balconies of multi-family developments are not considered to be sensitive outdoor areas.

#### *TRAFFIC NOISE PREDICTION METHODOLOGY*

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly Leq values for freeflowing traffic conditions, and is considered to be accurate within 1.5 dB in most situations.

#### **TRAFFIC NOISE PREDICTION MODEL CALIBRATION**

The FHWA Model provides reasonably accurate traffic noise predictions under “ideal” roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Such conditions did not appear to be in effect at this project site primarily due to varied traffic speeds caused by interrupted flow traffic. As a result, BAC conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts.

The calibration process was performed at two (2) locations on and near the project site on January 2, 2020, identified as Sites 1 and 2 on Plate IS-4. The measurements were conducted at a height of 5 feet above existing grade to quantify Sunrise Boulevard (Site 1) and Fair Oaks Boulevard (Site 2) traffic noise levels at the project site. Appendices B C of the Assessment include photographs of the traffic noise level measurement locations, Appendix B, and detailed results of this procedure are provided in Appendix C.

Plate IS-4: Noise Monitoring Locations



The results of running FHWA Model were found to underpredict traffic noise levels at Sites 1 and 2 by approximately 2 and 4 dB, respectively (see Appendix B, Environmental Noise Assessment). These under-predictions are believed to be due to the presence of the traffic light at the corner of Sunrise Boulevard and Fair Oaks Boulevard. As a result, offsets of +2 and +4 were applied to the FHWA Model for the prediction of future Sunrise Boulevard and Fair Oaks Boulevard traffic noise levels at the project site, respectively.

### **PREDICTED FUTURE EXTERIOR TRAFFIC NOISE LEVELS**

The calibrated FHWA Model was used with future traffic data to predict future traffic noise levels at the project site. The future Average Daily Traffic (ADT) for Sunrise Boulevard and Fair Oaks Boulevard were conservatively estimated by increasing the existing ADT volumes by a factor of 50%. The existing (2017) ADT volumes for Sunrise Boulevard and Fair Oaks Boulevard were obtained from Sacramento County traffic counts. The day/night distribution and truck percentages were derived from BAC file data for similar roadways. Estimated future traffic speed assumptions were based on posted speed limits and field observations.

The FHWA Model inputs and predicted future traffic noise levels at the project site are shown in Appendix D of the Assessment (Appendix B). The predicted future exterior traffic noise levels are summarized in Table IS-8.

**Table IS-8: Predicted Future Exterior Traffic Noise Levels at the Project Site<sup>1</sup>**

| Roadway  | Location            | Distance from Centerline (feet) <sup>2</sup> | Predicted Noise Level, L <sub>dn</sub> (dB) <sup>3</sup> |
|--|---------------------|--|--|
| Sunrise Boulevard  | First-floor facades | 70   | 80   |
|  | Upper-floor facades | 70   | 83   |
| Fair Oaks Boulevard  | First-floor facades | 150  | 74   |
|  | Upper-floor facades | 150  | 77   |
| <ol style="list-style-type: none"> <li>1. A complete listing of FHWA Model inputs and results are provided in the Noise Assessment (Appendix B).</li> <li>2. Distances measured from the centerlines of the roadways to said locations.</li> <li>3. The predicted traffic noise levels include offsets as a result of traffic calibrations. In addition, an offset of +3 Db was applied at upper-floor facades due to reduced ground absorption of sound at elevated positions.</li> </ol> |                     |  |  |

Source: Bollard Acoustical Consultants, Inc. (2020)

### *ANALYSIS OF FUTURE INTERIOR TRAFFIC NOISE EXPOSURE WITHIN PROPOSED RESIDENCES*

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, provided future traffic noise levels do not exceed 70 dB L<sub>dn</sub> at exterior building facades, standard construction would normally be adequate to ensure compliance with the Sacramento County General Plan 45 dB L<sub>dn</sub> interior noise level standard.

As indicated in Table IS-8, future Sunrise Boulevard and Fair Oaks Boulevard traffic noise levels at the project site are predicted to exceed 70 dB  $L_{dn}$  at the nearest first-floor and upper-floor building facades to those roadways. As a result, window and door construction upgrades would be necessary. In order to satisfy the Sacramento County General Plan 45 dB  $L_{dn}$  interior noise level standard, the bedroom window and door assemblies of residences adjacent to Sunrise Boulevard and Fair Oaks Boulevard from which the roadways are visible be upgraded to the minimum STC rating indicated on Plate IS-5.

In addition, mechanical ventilation (air conditioning) should be provided for all residences within this development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Portions of the Pointe Fair Oaks Apartments development are predicted to be exposed to future traffic noise exposure in excess of the applicable Sacramento County General Plan interior noise level criteria for new multi-family residential uses. In order to satisfy the General Plan interior noise level criteria, the following specific noise mitigation measures are recommended for this project:

1. In order to ensure compliance with the Sacramento County General Plan 45 dB  $L_{dn}$  interior noise level standard the bedroom window and door assemblies of residences adjacent to Sunrise Boulevard and Fair Oaks Boulevard from which the roadways are visible be upgraded to the minimum STC rating indicated on Plate IS-5 (Figure 2 of the Environmental Noise Assessment).
2. Air conditioning shall be provided for all units throughout the site so that windows can be kept closed at the occupant's discretion to control interior noise.

With the implementation of these mitigation measures impact from noise would be ***less than significant with mitigation***.

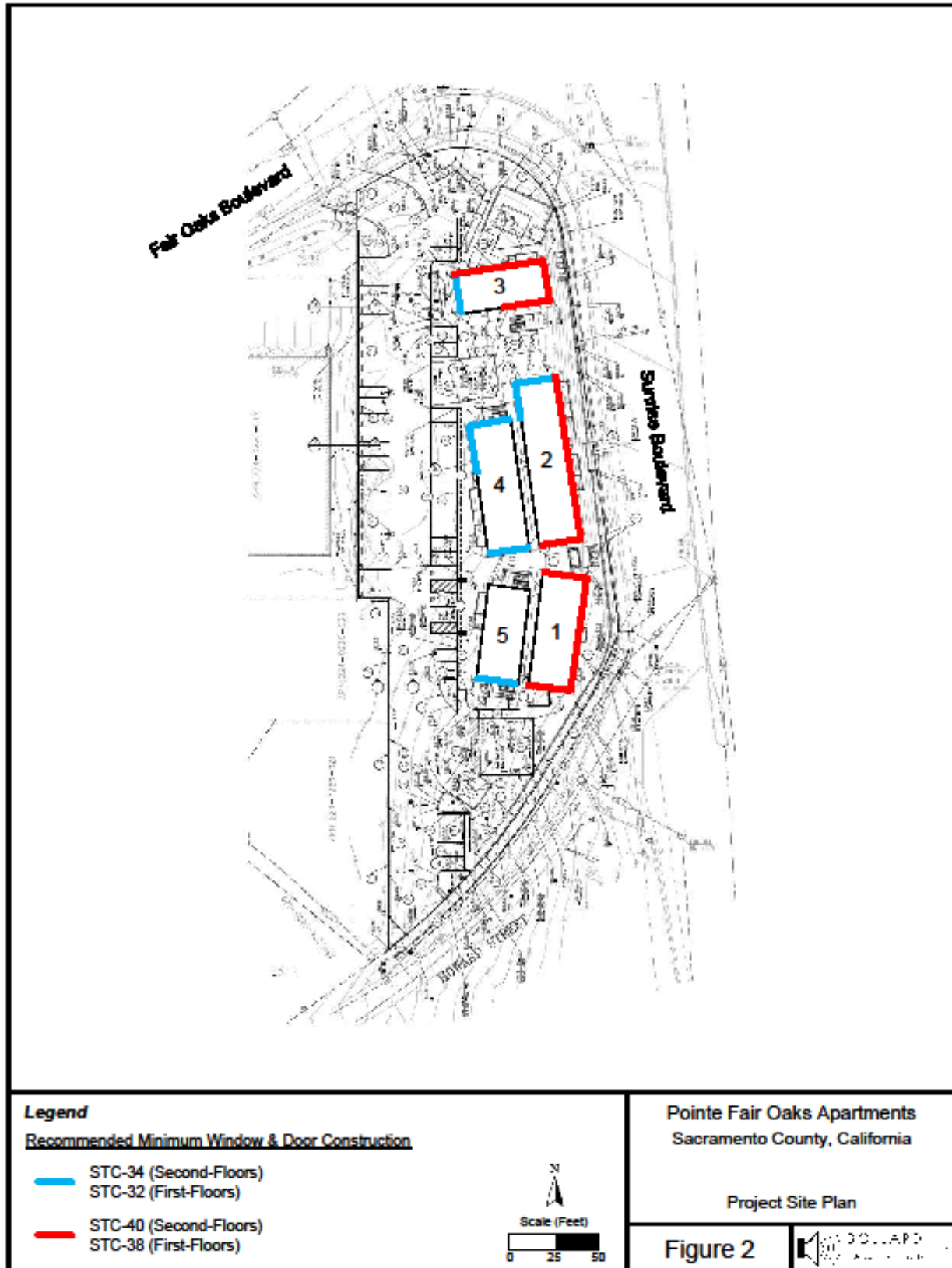
#### *ANALYSIS OF FUTURE EXTERIOR TRAFFIC NOISE EXPOSURE WITHIN PROPOSED RESIDENCES*

As shown in Table IS-7, the Sacramento County Noise Element also establishes exterior noise standards for sensitive outdoor areas. For residential projects, the exterior noise standard is 65 dB  $L_{nd}$ . As shown on Plate IS-1, the proposed project will include a swimming pool area that would be open for use during daytime and evening hours. The pool area is considered a sensitive outdoor area for multi-family uses. With the location of the pool being near the intersection of Fair Oaks Boulevard and Sunrise Boulevard, users of the pool would be exposed to traffic noise.

A subsequent noise study (see Appendix C, Exterior Noise Impact Study) was done to analyze what the noise exposure would be at the pool location and what mitigation would be required.



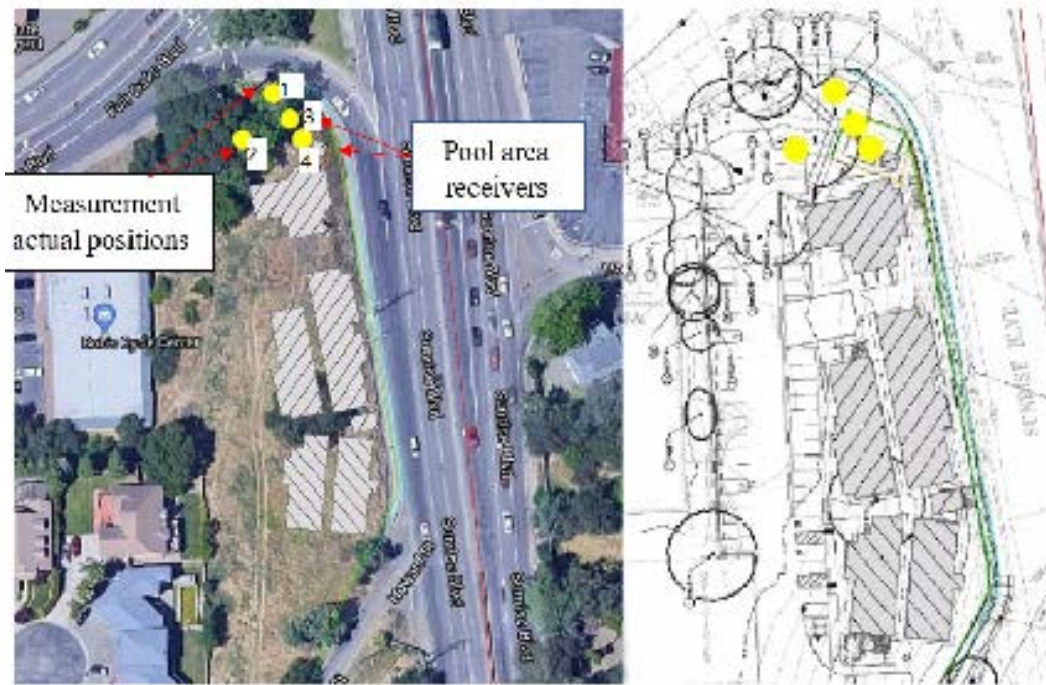
Plate IS-5: Noise Mitigation Locations for Building Construction





Additional noise measurements were taken near the location of the proposed pool site (Plate IS-6). Based on the noise measurements four receiver locations were identified (the two actual measurement locations and two modeled receivers) and potential noise exposure without mitigation was calculated. Table IS-9 shows the results of the modeling. At all four locations, without some form of noise barrier, the County noise standard would be exceeded.

**Plate IS-6: Pool Area Receivers**



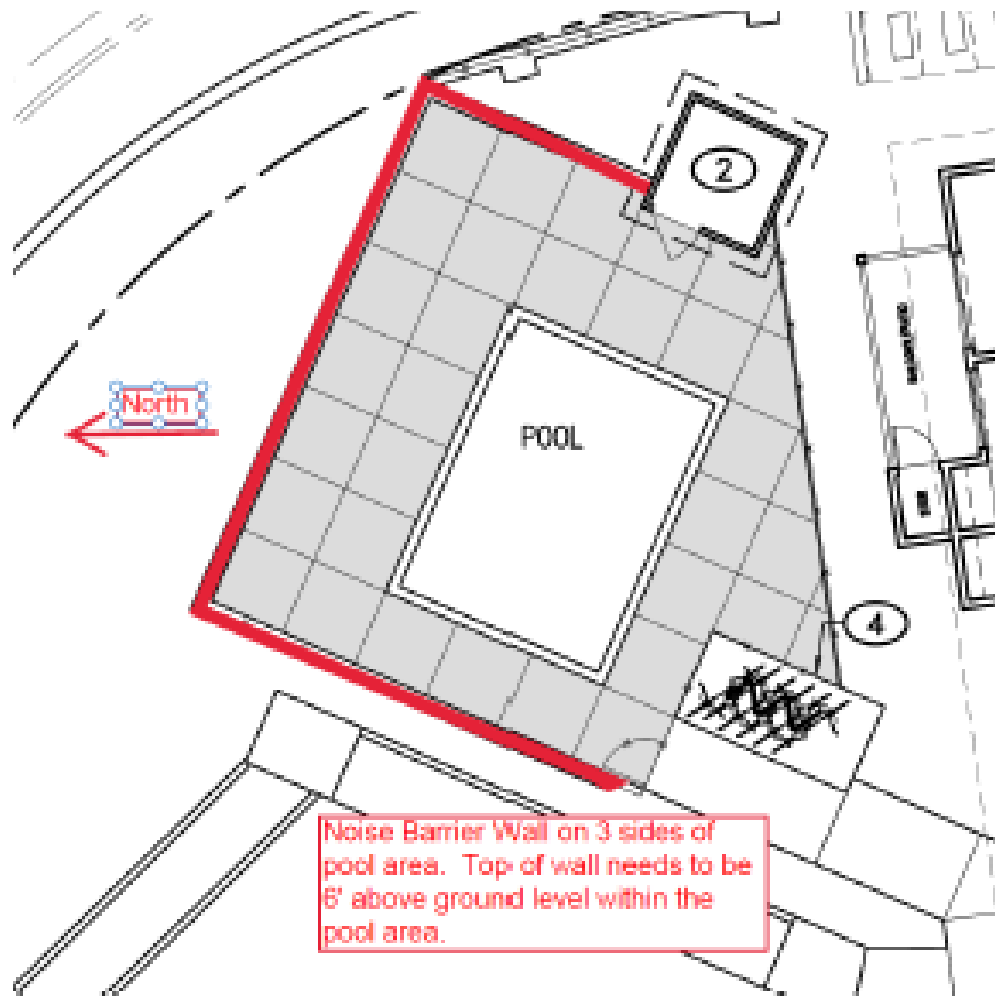
**Table IS-9: Day-Time Noise Levels at the Pool Area**

|     |               |       | Level Without<br>Noise Barrier | Criteria<br>Exceedance |
|-----|---------------|-------|--------------------------------|------------------------|
| No. | Receiver Name | Floor | dB(A)                          | dB(A)                  |
| 1.  | Short         | G     | 68                             | 3                      |
| 2.  | Long          | G     | 68                             | 3                      |
| 3.  | Pool 1        | G     | 68                             | 3                      |
| 4.  | Pool 2        | G     | 67                             | 2                      |

Source RNS Acoustics, January 2021 (Appendix C)

To mitigate the potential significant traffic noise impact on pool users a 6 foot tall solid noise barrier would need to be constructed as shown on Plate IS-7. With the construction of the barrier the anticipated noise level would be less than 65 dB as shown in Plate IS-8. With the implementation of this mitigation measure exterior noise impacts would be ***less than significant with mitigation***.

**Plate IS-7: Pool Noise Barrier**



**Plate IS-8: Day Time Noise Levels dB (A) with Mitigation**



## HYDROLOGY AND WATER QUALITY

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

1. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

### *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](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 riparian habitat or other sensitive natural communities.

- Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies.
- 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.

According to CEQA Guidelines Appendix G, an impact to biological resources may be significant if it has a substantial effect on a special status species, sensitive habitat, or protected wetland; if it would interfere substantially with the movement of wildlife; or if it would conflict with applicable ordinances, policies, or conservation plans.

#### *SPECIAL STATUS SPECIES*

Staff review of the project site, and search of the California Natural Diversity Database (CNDDDB) species list was used to determine the potential habitats and species which could be impacted by the project. Some sensitive habitats, plants, and animals occur within the Citrus Heights quadrangle and adjacent Folsom, Carmichael, and Buffalo Creek quadrangles. The CNDDDB indicates documented occurrences of Cooper's hawk, tricolor blackbird, Swainson's hawk, ferruginous hawk, bank swallow, white tailed kite, silver-haired bat, pallid bat American badger, Valley elderberry long horn beetle, vernal pool tadpole shrimp, Northern Hardpan Vernal Pool, steelhead, and Sacramento Orcutt grass within the specific quadrangles.

There is a lack of habitat for tricolor blackbird, bank swallow, white tailed kite, silver-haired and pallid bats, Valley elderberry long horn beetle, the vernal pool species and steelhead so there are not expected to be present on the site. However, the project site is undeveloped and has a number of native trees present. Therefore, there is the potential for nesting and foraging for special status species such as Swainson's hawk, other non-listed birds of prey and migratory birds.

#### **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 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.

#### **NESTING HABITAT IMPACT METHODOLOGY**

For determining impacts to and establishing mitigation for nesting Swainson's hawks in Sacramento County, CDFW recommends implementing the measures set forth in the Recommended Timing And Methodology For Swainson's Hawk Nesting Surveys In California's Central Valley by Swainson's Hawk Technical Advisory Committee (May 31, 2000). 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 or within ½-mile in a rural setting between March 1 and September 15.

#### **PROJECT IMPACTS NESTING**

While the nearest recorded nest is more than five miles from the project site there are large trees present and near the Project that could serve as suitable nesting habitat for Swainson's hawk. Mitigation has been included to implement pre-construction surveys, according to the Recommended Timing And Methodology For Swainson's Hawk Nesting Surveys In California's Central Valley by Swainson's Hawk (May 31, 2000), for nesting raptors within ½ mile of ground disturbing activities. 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. The area of the project is highly urbanized, surrounded by existing development. Given the urbanized nature of the project site, and that any nesting birds in the area would be acclimated to urban activity, a single nesting survey would be adequate. If Swainson's hawk nests are found, the developer is required to contact California Fish and Wildlife 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. Impacts to nesting Swainson's hawk are considered ***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 Wildlife Code. Raptors and their active nests are protected by the California Fish and Wildlife 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. There are a number of large trees located on and adjacent to the project that could afford nesting opportunities.

To avoid impacts to nesting raptors, mitigation is recommended. If construction will occur during the nesting season of March 1 to September 15 pre-construction nesting surveys to identify active nests will be required. If active nests are found avoidance measures will be required. 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 developer is required to contact California Fish and Wildlife 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. With mitigation impacts to nesting raptors are ***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.” To avoid take 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 until the nesting season is concluded.

#### *NATIVE TREES*

The Sacramento County General Plan 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 (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 the established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

Native trees other than oaks include California sycamore (*Plantanus racemosa*), Northern California black walnut (*Juglans hindsii*), Oregon ash (*Fraxinus latifolia*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), California buckeye (*Aesculus californica*), narrow leaf 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*).

#### *NON-NATIVE TREES*

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 Program funding in an amount proportional to the tree canopy of the specific project.

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. 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. The contributions shall be equivalent to the square footage of the tree canopies removed.

### **TREE INVENTORY**

The applicant provided an Arborist Report prepared by Props Tree and Landscape, Inc. (Props)(Appendix D). The Arborist Report identified the species, size, and location of onsite and overhanging offsite trees. Props inventoried and evaluated trees 4 inches or greater diameter at breast height (dbh) and all multi-trunk trees with an aggregate dbh of 10 inches or greater. A total of 30 trees were inventoried and evaluated of the 30 trees, 11 of the trees qualify as “protected trees” by the standards of the Sacramento County Tree Ordinance and Zoning Code (Tables IS-10 and IS-11). Of the 11 protected trees identified by the survey all are located within the project area. All trees identified on the property are shown on Plate IS-9 the plate also shows the location of the trees to be removed.

**Table IS-10: Tree Inventory of Protected Native Oak Trees**

| Tree # | Common Name       | DBH (Inches) | Dripline (Feet) | Rating        | Action              | Potential Encroachment from Development | Mitigation |
|--------|-------------------|--------------|-----------------|---------------|---------------------|---|------------|
| 360    | Interior Live Oak | 31           | 34              | Fair          | Remove              |   | 31         |
| 361    | Interior Live Oak | 23, 32       | 36              | Fair          | Remove              |   | 39.4       |
| 364    | Interior Live Oak | 8, 10        | 28              | Fair          | Remove              |   | 12.8       |
| 365    | Interior Live Oak | 7            | 26              | Fair          | Remove              |   | 7          |
| 368    | Interior Live Oak | 8, 12        | 24              | Fair          | Remove              |   | 14.4       |
| 369    | Interior Live Oak | 9            | 24              | Serve Decline | Remove per arborist |   | N/A        |
| 374    | Interior Live Oak | 6            | 11              | Good          | Remove              |   | 6          |
| 375    | Interior Live Oak | 7, 9         | 17              | Fair          | Remove              |   | 11.4       |
| 376    | Interior Live Oak | 14, 20       | 26              | Good          | Remove              |   | 24.4       |
| 377    | Valley Oak        | 36           | 28              | Serve Decline | Remove per arborist |   | N/A        |

| Tree #       | Common Name       | DBH (Inches) | Dripline (Feet) | Rating | Action | Potential Encroachment from Development | Mitigation   |
|--------------|-------------------|--------------|-----------------|--------|--------|---|--------------|
| 380          | Interior Live Oak | 3, 4, 4, 4   | 14              | Good   | Remove |   | 7.5          |
| <b>Total</b> |                   |              |                 |        |        |   | <b>153.9</b> |

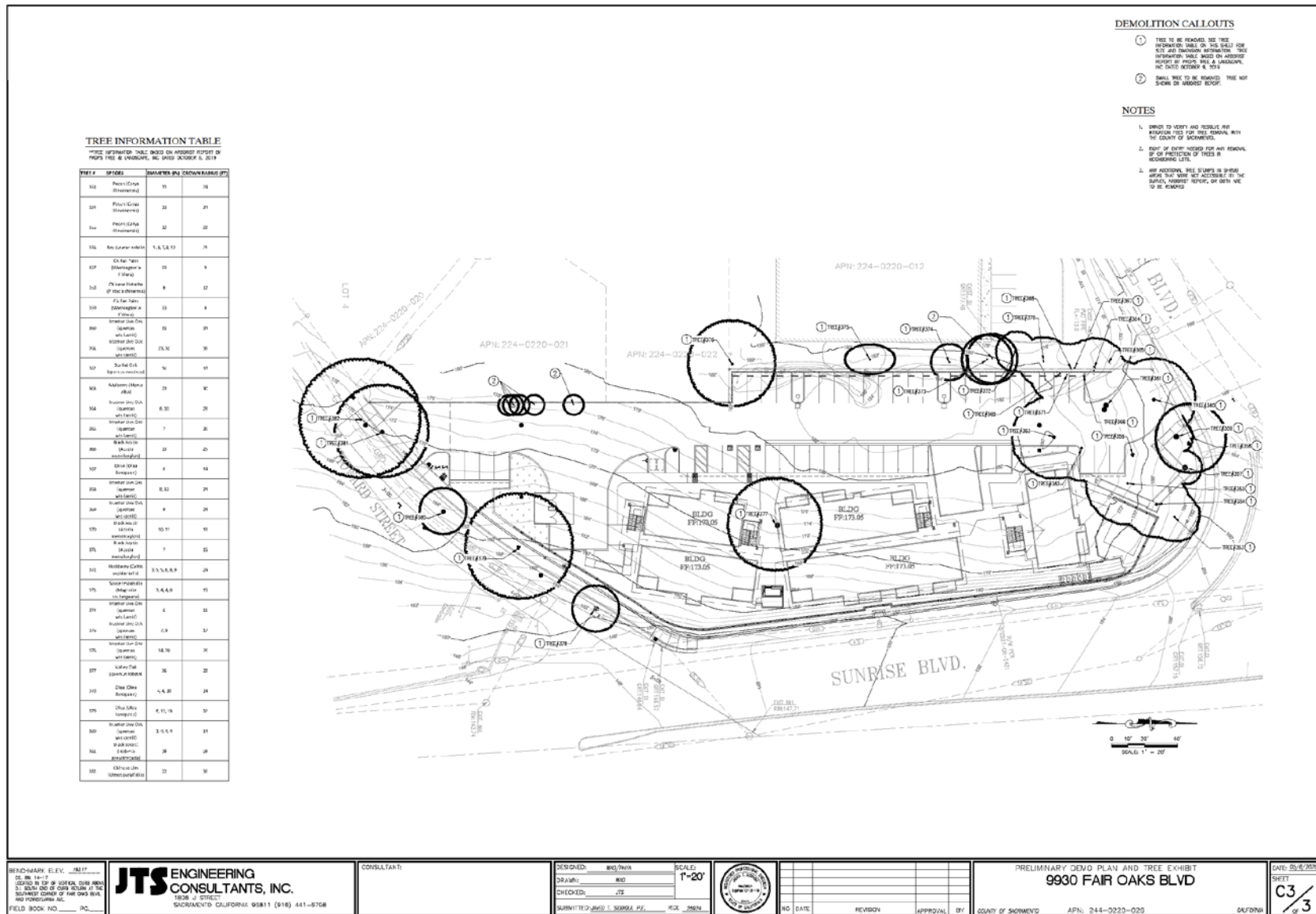
**Table IS-11: Tree Inventory of Non-Protected Trees**

| Tree # | Common Name         | DBH (Inches)   | Dripline (Feet) | Rating        | Action              | Encroachment | Mitigation sq. ft. |
|--------|---------------------|----------------|-----------------|---------------|---------------------|--------------|--------------------|
| 353    | Pecan               | 11             | 24              | Fair          | Remove              |              | 483.2              |
| 354    | Pecan               | 13             | 24              | Declining     | Remove per arborist |              | N/A                |
| 355    | Pecan               | 12             | 22              | Fair          | Remove              |              | 663.4              |
| 356    | Bay                 | 5, 6, 7, 8, 10 | 21              | Fair          | Remove              |              | 347.7              |
| 357    | California Fan Palm | 33             | 9               | Good          | Remove              |              | 195.5              |
| 358    | Chinese Pistache    | 8              | 12              | Good          | Remove              |              | 222.9              |
| 359    | California Fan Palm | 33             | 0               | Dead          | Remove per arborist |              | N/A                |
| 362    | Scarlet Oak*        | 14             | 18              | Serve Decline | Remove per arborist |              | N/A                |
| 363    | Mulberry            | 23             | 30              | Fair          | Remove              |              | 1,155.6            |
| 366    | Black Acacia        | 13             | 25              | Dead          | Remove per arborist |              | N/A                |
| 367    | Olive               | 6              | 14              | Dead          | Remove per arborist |              | N/A                |
| 370    | Black Acacia        | 10, 11         | 18              | Fair          | Remove              |              | 340.4              |
| 371    | Black Acacia        | 7              | 15              | Fair          | Remove              |              | 159.4              |
| 372    | Hackberry           | 3,5,5,6,8,9    | 24              | Fair          | Remove              |              | 288.9              |
| 373    | Saucer Magnolia     | 3,4,4,6        | 15              | Declining     | Remove              |              | N/A condition      |

| Tree #       | Common Name  | DBH (Inches) | Dripline (Feet) | Rating        | Action              | Encroachment | Mitigation sq. ft. |
|--------------|--------------|--------------|-----------------|---------------|---------------------|--------------|--------------------|
| 378          | Olea         | 4, 4, 10     | 14              | Fair          | Remove              |              | 655.5              |
| 379          | Olea         | 6, 12, 19    | 32              | Fair          | Remove              |              | 1,636.7            |
| 381          | Black Locust | 38           | 28              | Serve Decline | Remove per arborist |              | N/A                |
| 382          | Chinese Elm  | 22           | 36              | Fair-Good     | Remove per arborist |              | 1,679              |
| <b>Total</b> |              |              |                 |               |                     |              | <b>7,539.3</b>     |

\* Scarlet Oak is not a California native oak and is not protected by ordinance or zoning code.

# Plate IS-9: Tree Location and Tree Removal Map





## *NATIVE TREE IMPACTS*

### **ONSITE PROTECTED NATIVE TREES TO BE REMOVED**

The applicant is proposing to remove all of the oak trees located on the project site. Tree removal is proposed as a result of arborist recommendation, grading activities, placement of infrastructure, and construction of the facility. The condition of two of the 11 trees (Tree numbers 369, and 377) are rated as serve decline the impacts of removing the trees would not require mitigation. Three trees (Trees 360, 361, and 376) are considered heritage trees given their dbh of 31, 39.4, and 24.4 inches respectively and their fair to good condition. County policy requires dbh 153.9 inches of replacement.

County Policy requires replacement of native trees removed by planting in-kind native trees equivalent to the dbh inches lost. Project impacts associated with the removal of protected native trees are ***less than significant***.

## *NON-NATIVE TREE IMPACTS*

### **NON-NATIVE TREES TO BE REMOVED**

Nineteen trees (see Table IS-11) located on or near the project site do not meet the definition of a protected tree (either due to species or size). While these trees do comprise tree canopy, given the condition of trees 354, 359, 362, 366, 367, 373, and 381 (ranking from declining to dead) their removal would not require mitigation. The remaining trees include two Pecans, a bay, a California Fan Palm, a Chinese Pistache, a Mulberry, two Black Acacias, a Hackberry, two Oleas, and a Chinese Elm which would be severely impacted by the construction of the proposed building and parking area resulting in their removal. The total tree canopy loss was determined to be 7,539.3 square feet which will require mitigation.

County Policy requires that impacts to tree canopy be addressed by replacement or contribution to the Greenprint Program project impacts to non-protected trees are expected to be ***less than significant***.

## *OFF-SITE TREE IMPACTS*

As part of the project's conditions of approval Howard Street will be widened to 18 feet. Although there are trees located to the south of Howard Street, none of these trees would be impacted by the widening to the street. Impacts to off-site trees would be ***less than significant***.

## CULTURAL RESOURCES

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

- Cause a substantial adverse change in the significance of a historical resource

- Have a substantial adverse effect on an archaeological resource
- Disturb any human remains, including those interred outside of formal cemeteries

Under CEQA, lead agencies must consider the effects of projects on historical resources and archaeological resources. A “historical resource” is defined as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5[a] of the Guidelines). Public Resources Code (PRC) Section 5042.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for CRHR eligibility. Impacts to historical resources that materially impair those characteristics that convey its historical significance and justify its inclusion or eligibility for the NRHP or CRHR are considered a significant effect on the environment (CEQA guidelines 15064.5)).

In addition to historically significant resources, an archeological site may meet the definition of a “unique archeological resource” as defined in PRC Section 21083.2(g). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, mitigation measures shall be required (PRC Section 21083.2 (c)).

CEQA Guidelines Section 15064.5 (e) outlines the steps the lead agency shall take in the event of an accidental discovery of human remains in any location other than a dedicated cemetery.

### **CULTURAL SETTING**

A search of records and historical information on file at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) was conducted in September 26, 2020 for the project area and a one-quarter-mile buffer. The records search identified no previously recorded resources within the project site:

Review of this information indicates that the proposed project area contains zero (0) recorded prehistoric period resource(s) and zero (0) recorded historic-period cultural resource(s). Additionally, one (1) cultural resources study report on file at this office covers a portion of the proposed project area.

Outside the proposed project area, but within the 1/4-mile radius, the broader search area contains one (1) recorded prehistoric-period resource(s) and four (4) recorded historic-period cultural resource(s).

### **PROJECT IMPACTS**

The project site is not identified as containing either archaeological or historical resources. However, it is possible that archaeological resources could be present, and uncovered during subsurface excavation, so mitigation has been included to address inadvertent discoveries. Likewise, the project is unlikely to impact human remains buried outside of formal cemeteries; however, if human remains are encountered during

construction, mitigation is included specifying how to comply with CEQA Guidelines Section 15064.5 (e), Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code. Therefore, project impacts to cultural resources will be ***less than significant***.

## TRIBAL CULTURAL RESOURCES

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

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with a cultural value to a California Native American tribe, that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Under PRC Section 21084.3, public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources (21080.3.1(a)).

### **TRIBAL CULTURAL RESOURCE SETTING**

In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, formal notification letters were sent to those tribes who had previously requested to be notified of Sacramento County projects on August 12, 2020. Both the United Auburn Indian Community of the Auburn Rancheria (UAIC) and Wilton Rancheria requested consultation.

### **DISCUSSION OF PROJECT IMPACTS – TRIBAL CULTURAL RESOURCES**

UAIC did not have concerns with regards to the presence of tribal cultural resources, but did wish to be informed if unanticipated discoveries were made. Wilton Rancheria indicated that the area is sensitive for tribal cultural resources, and requested that specific mitigation measures be carried out, including a request that a monitor be present during ground disturbance. Through consultation under CEQA, the tribes and lead agency mutually agreed that tribal cultural resources mitigation measures were appropriate and feasible for the project. Avoidance and mitigation measures include

monitoring. With this mitigation in place, project impacts to tribal cultural resources will be ***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.<sup>1</sup>

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

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<sup>1</sup> 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.

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 CO<sub>2</sub>e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO<sub>2</sub>e 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-12. 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-12: SMAQMD Thresholds of Significance for Greenhouse Gases**

| <b>Land Development and Construction Projects</b> |                            |                             |
|---|----------------------------|-----------------------------|
|   | Construction Phase         | Operational Phase           |
| Greenhouse Gas as CO <sub>2</sub> e               | 1,100 metric tons per year | 1,100 metric tons per year  |
| <b>Stationary Source Only</b>                     |                            |                             |
|   | Construction Phase         | Operational Phase           |
| Greenhouse Gas as CO <sub>2</sub> 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 BPM 1 and BMP 2 in its entirety. As such, the project can be compared to the operational screening table (SMAQMD Guide). The operational emissions associated with the project are less than 1,100 MT of CO<sub>2</sub>e 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 (C and L) 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](mailto:doors@arb.ca.gov), or [www.arb.ca.gov/doors/compliance\\_cert1.html](http://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: SIGHT DISTANCE AT SUNRISE BOULEVARD AND HOWARD AVENUE

The northwest corner of the Sunrise Boulevard / Howard Avenue intersection cannot have any tall vegetation or other obstructions that may limit sight distance for motorists turning from Howard Avenue onto Sunrise Boulevard.

#### MITIGATION MEASURE C: GENERAL PLAN NOISE STANDARDS FOR RESIDENTIAL USES

1. In order to ensure compliance with the Sacramento County General Plan 45 dB  $L_{dn}$  interior noise the bedroom window and door assemblies of residences adjacent to Sunrise Boulevard and Fair Oaks Boulevard from which the roadways are visible be upgraded to the minimum STC ratings indicated on Plate IS-5.
2. Air conditioning shall be provided for all units throughout the site so that windows can be kept closed at the occupant's discretion to control interior noise.
3. In order to ensure compliance with the Sacramento County General Plan 65 dB  $L_{dn}$  exterior noise level standard a 6-foot tall solid noise barrier shall be constructed around the pool area as depicted in Plate IS-7. The effectiveness of the barrier shall be verified by a professional acoustical consultant prior to final permit sign off.

#### MITIGATION MEASURE D: NESTING SWAINSON'S HAWK

If construction, grading, or project-related improvements are to commence between March 1 and September 15, a focused survey for Swainson's hawk nests on the site and within  $\frac{1}{4}$  mile of the site shall be conducted by a qualified biologist no later than 30 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Fish and Wildlife shall be contacted to determine appropriate protective measures, and these measures shall be implemented prior to the start of any ground-disturbing activities. If no active nests are found during the focused survey, no further mitigation will be required.

#### MITIGATION MEASURE E: RAPTOR NEST PROTECTION

If construction activity (which includes clearing, grubbing, or grading) is to commence within 500 feet of suitable nesting habitat 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. 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. The avoidance/protective measures shall be implemented prior to the commencement of construction within 500 feet of an identified nest.

#### MITIGATION MEASURE F: 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 G NATIVE TREES

The removal of 153.9 inches dbh of oak tree shall be compensated for by planting in-kind native oak 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 oak trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), and blue oak (*Quercus douglasii*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first. A total of 153.9 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 H: CANOPY REPLACEMENT

Removal of 7,539.3 square feet of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation's Greenprint Program in an amount proportional to the tree canopy lost.

#### MITIGATION MEASURE I: CULTURAL RESOURCES UNANTICIPATED DISCOVERY

In the event that human remains are discovered in any location other than a dedicated cemetery, work shall be halted and the County Coroner contacted. For all other unexpected cultural resources discovered during project construction, work shall be halted until a qualified archaeologist may evaluate the resource encountered.

1. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Office of Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.
2. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as

established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

- a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.
- b. If a potentially-eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

#### MITIGATION MEASURE J: NATIVE AMERICAN CONSTRUCTION MONITORING

Prior to any ground disturbance, Wilton Rancheria shall be provided the opportunity to provide a Native American construction monitor, hired by the project applicant, to monitor earthwork associated with the excavation and removal of soil. If a potentially significant tribal resource is uncovered during construction, the Native American monitor shall be allowed to temporarily halt ground disturbing activities within 100 feet of the resource to determine appropriate next steps. The Project applicant will be required to implement any mitigation deemed necessary for the protection of the tribal resources.

#### MITIGATION MEASURE K: TRIBAL CULTURAL RESOURCES AWARENESS TRAINING

This mitigation measure is intended to address the cultural sensitivity of the project area by including a Tribal Cultural Resources Awareness Training for relevant project personnel and construction workers.

- A Tribal Cultural Resource Awareness brochure (Appendix D) and training program for all personnel involved in project implementation shall be developed in coordination with interested Native American Tribes. The brochure will be distributed and the training will be conducted by Native American Representatives, or Tribal Monitors from culturally affiliated Native American Tribes before any stages of project implementation and construction activities begin on the project site.
- The program will include relevant information regarding sensitive Tribal Cultural Resources (TCRs), applicable regulations and protocols for avoidance, as well as consequences of violating State laws and regulations.

The program will describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential TCRs or archaeological resources are encountered. The program will underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native Americans Tribal values. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

#### MITIGATION MEASURE L: GHG TIER 1 BEST MANAGEMENT PRACTICES

This mitigation measure is intended to address the GHG operational emissions of the project.

- 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, except all EV capable spaces shall be instead 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 \$9,800.00. This fee includes administrative costs of \$948.00.
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

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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  |
|---|-------------------------|---------------------------------------|-----------------------|-----------|---|
| <b>1. LAND USE</b> - 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, Fair Oaks Community Plan, Fair Oaks Special Planning Area 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.  |
| <b>2. POPULATION/HOUSING</b> - 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 will result in some increases in density above existing designations, but is within an area designated for urban growth and uses.                   |
| 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  |
| <b>3. AGRICULTURAL RESOURCES</b> - Would the project:   |                         |                                       |                       |           |   |
| a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?                                    |                         |                                       |                       | X         | The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils. |
| b. Conflict with any existing Williamson Act contract?  |                         |                                       |                       | X         | No Williamson Act contracts apply to the project site.  |
| c. Introduce incompatible uses in the vicinity of existing agricultural uses?   |                         |                                       |                       | X         | The project does not occur in an area of agricultural production.   |

|   | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|---|-------------------------|---------------------------------------|-----------------------|-----------|--|
| <b>4. AESTHETICS - Would the project:</b>   |                         |                                       |                       |           |  |
| 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.  |
| <b>5. AIRPORTS - Would the project:</b>   |                         |                                       |                       |           |  |
| 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.  |
| d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? |                         |                                       |                       | X         | The project does not involve or affect air traffic movement.   |

|   | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|---|-------------------------|---------------------------------------|-----------------------|-----------|--|
| <b>6. PUBLIC SERVICES - Would the project:</b>  |                         |                                       |                       |           |  |
| 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. |
| 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.                                     |

|  | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments  |
|--|-------------------------|---------------------------------------|-----------------------|-----------|---|
| 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 <sup>th</sup> 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.  |
| <b>7. TRANSPORTATION</b> - Would the project:  |                         |                                       |                       |           |   |
| a. 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? |                         |                                       | X                     |           | A Traffic Impact Study including a vehicle miles traveled (VMT) analysis has been prepared for the proposed project and is below the thresholds established by Sacramento County Department of Transportation; therefore, project impacts individually or cumulatively are less than significant. Refer to the Transportation discussion in the Environmental Effects section above.  |
| 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.   |
| 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.   |

|  | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|--|-------------------------|---------------------------------------|-----------------------|-----------|--|
| 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.  |
| <b>8. AIR QUALITY</b> - 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                     |           | See Response 8.a.  |
| c. Create objectionable odors affecting a substantial number of people?  |                         |                                       | X                     |           | The project will not generate objectionable odors.   |
| <b>9. NOISE</b> - 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 project is in the vicinity of a noise source that generates noise in excess of applicable standards, but mitigation will reduce these impacts to less than significant levels. Refer to the Noise discussion in the Environmental Effects section above.   |
| 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.   |

|  | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|--|-------------------------|---------------------------------------|-----------------------|-----------|--|
| <b>10. HYDROLOGY AND WATER QUALITY - Would the project:</b>  |                         |                                       |                       |           |  |
| a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?  |                         |                                       | X                     |           | The project will not substantially increase water demand over the existing use.  |
| b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? |                         |                                       | X                     |           | 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 is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area.  |
| 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).   |
| 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. |
| <b>11. GEOLOGY AND SOILS - Would the project:</b>  |                         |                                       |                       |           |  |

|   | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|---|-------------------------|---------------------------------------|-----------------------|-----------|--|
| 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.                                     |
| 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.   |
| <b>12. BIOLOGICAL RESOURCES</b> - Would the project:  |                         |                                       |                       |           |  |

|   | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments  |
|---|-------------------------|---------------------------------------|-----------------------|-----------|---|
| a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community? |                         |                                       | X                     |           | No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations.  |
| b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?  |                         |                                       | X                     |           | No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site.   |
| c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?   |                         |                                       | X                     |           | No protected surface waters are located on or adjacent to the project site.   |
| 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 and/or landmark trees occur on the project site and be affected by on and/or off-site construction. 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.  |



|  | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|--|-------------------------|---------------------------------------|-----------------------|-----------|--|
| <b>13. CULTURAL RESOURCES - Would the project:</b>   |                         |                                       |                       |           |  |
| 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                     |           | No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.                                |
| <b>14. TRIBAL CULTURAL RESOURCES - Would the project:</b>  |                         |                                       |                       |           |  |
| 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 received. Refer to the Cultural Resources discussion in the Environmental Effects section above. |
| <b>15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>  |                         |                                       |                       |           |  |
| 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.  |

|   | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments   |
|---|-------------------------|---------------------------------------|-----------------------|-----------|--|
| 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.  |
| <b>16. ENERGY – Would the project:</b>  |                         |                                       |                       |           |  |
| 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 26 new apartments 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.   |
| <b>17. GREENHOUSE GAS EMISSIONS – Would the project:</b>  |                         |                                       |                       |           |  |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?   |                         |                                       | X                     |           | The project will implement SMAQMD Tier 1 BMPs and would screen out as having less than 1,100 metric tons of greenhouse gas emissions annually; therefore, the climate change impact of the project is considered less than significant.            |
| 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

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| LAND USE CONSISTENCY | Current Land Use Designation | Consistent | Not Consistent | Comments |
|----------------------|------------------------------|------------|----------------|----------|
| General Plan         | Commercial/Offices           | X          |                |          |
| Community Plan       | Fair Oaks                    | X          |                |          |
| Land Use Zone        | Special Planning Area        | X          |                |          |

## INITIAL STUDY PREPARERS

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