



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:** PLNP2016-00356
2. **Title and Short Description of Project:** Raj Subdivision
A **Community Plan Amendment and Rezone** from SC (Shopping Center) and RD-5 (Residential, 5 units/acre) to RD-7 (Residential, 7 units/acre) on approximately 4.3 acres.
A **Zoning Ordinance Amendment** to amend the Victoria Avenue Neighborhood Preservation Area (NPA) to remove two of the subject parcels from the NPA boundaries.
A **Tentative Subdivision Map** to create 30 residential lots on approximately 4.3 acres in the RD-7 zone.
A **Special Development Permit** to deviate from lot size, lot width, and yard setback requirements.
A **Design Review** to comply with the Countywide Design Guidelines.
3. **Assessor's Parcel Number:** 115-0061-044-0000, 115-0061-004-0000 and 115-0061-005-0000
4. **Location of Project:** The project site is located approximately 215 feet south of Elsie Avenue and 235 feet east of Stockton Boulevard in the South Sacramento community.
5. **Project Applicant:** Aras Design & Construction, Inc.
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

CONTROL NUMBER: PLNP2016-00356

NAME: Raj Subdivision

LOCATION: The project site is located approximately 215 feet south of Elsie Avenue and 235 feet east of Stockton Boulevard in the South Sacramento community.

ASSESSOR'S PARCEL NUMBER: 115-0061-044-0000, 115-0061-004-0000 and 115-0061-005-0000

OWNER: Raj Kumar
22 Nellis Court
Sacramento, CA 95835

APPLICANT: Aras Design & Construction, Inc.
2533 Sierra Boulevard
Sacramento, CA 95825
Contact: Fred Arastoo

PROJECT DESCRIPTION

1. A **Community Plan Amendment and Rezone** from SC (Shopping Center) and RD-5 (Residential, 5 units/acre) to RD-7 (Residential, 7 units/acre) on approximately 4.3 acres.
2. A **Zoning Ordinance Amendment** to amend the Victoria Avenue Neighborhood Preservation Area (NPA) to remove two of the subject parcels from the NPA boundaries.
3. A **Tentative Subdivision Map** to create 30 residential lots on approximately 4.3 acres in the RD-7 zone.
4. A **Special Development Permit** to deviate from lot size, lot width, and yard setback requirements.
5. A **Design Review** to comply with the Countywide Design Guidelines.

ENVIRONMENTAL SETTING

The project site consists of three parcels totaling 4.3 acres. One parcel is in the SC (*Shopping Center*) zone with no public street frontage, and the other two parcels are along Elsie Avenue, zoned RD-5 (Residential, 5 units/acre) within the Victoria Avenue NPA. The commercially-zoned portion of the project site is currently undeveloped; it consists mostly of relatively flat, gently undulating land. The residentially-zoned portion is also relatively flat, consisting of two single-family residences, with one parcel containing numerous accessory structures in the middle and rear portion of the property. Ground cover on the site includes areas of bare dirt and non-native grasses and weeds. Clusters of non-native trees are located within and along the boundaries of the residentially-zoned portion of the project site. No wetlands were noted on-site. Although the site is located within the Unionhouse Creek watershed, the creek is located approximately 1,000 feet to the south. The only drainage feature noted on-site is a small ditch along the southern property line that conveys runoff to an improved drainage culvert on the adjacent westerly property.

Surrounding land uses include an office and small retail multi-tenant buildings to the north, west, and east in the SC zone; a Chevron gas station, car wash, and mini-mart to the northeast in the SC zone; a commercial/industrial use and vacant land to the south in the GC (NPA) zone; and single-family residential and vacant land to the south and east in the RD-5 (NPA) zone. The Mack Road/Highway 99 interchange is located approximately ¼ mile northwest of the site within the City of Sacramento. The site location map with existing zoning is shown on Plate IS-1; Plate IS-2 provides an aerial photo view of the project site and surrounding area.

ENVIRONMENTAL EFFECTS

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

Plate IS-1: Zoning Map of Project Site and Surrounding Vicinity

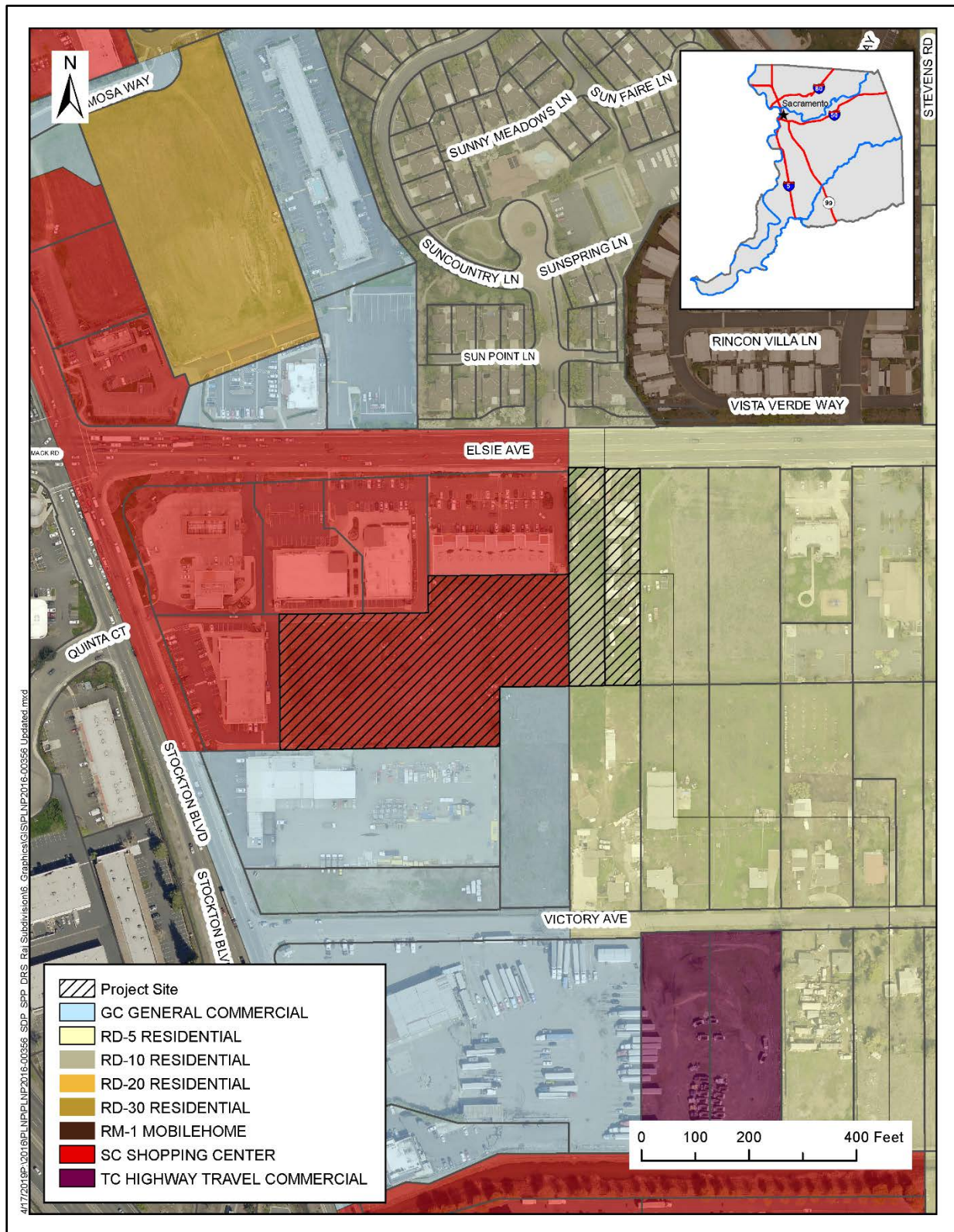
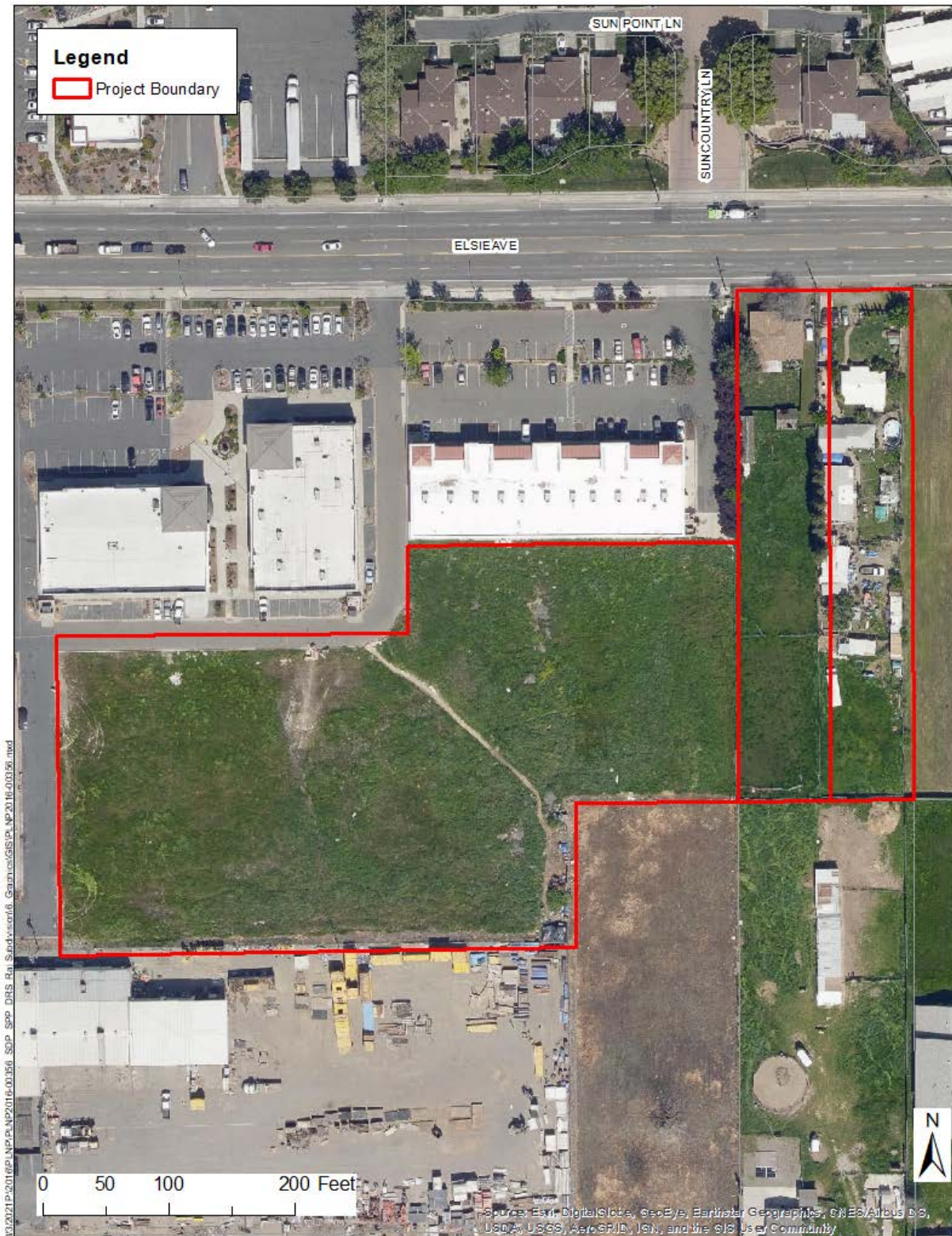


Plate IS-2: Aerial Photo of Project Site and Surrounding Vicinity



BACKGROUND

On March 25, 2009, an Initial Study/Negative Declaration was released by the Department of Environmental Review and Assessment (DERA) for a project known as United Elite Center, which included a request for a Use Permit and Design Review to allow an approximately 31,000 square-foot meeting center for weddings and other social events (PLNP2008-00277). The environmental document discussed potential impacts to Land Use, Public Services, Traffic, Biological Resources, and Toxics and Hazardous Materials. There were no mitigation measures recommended. The project was withdrawn before going to the final hearing body.

LAND USE

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

- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Physically disrupt or divide an established community.

The project request includes a Community Plan Amendment and Rezone from SC and RD-5 to RD-7, Zoning Ordinance Amendment to amend the Victoria Avenue NPA, a Tentative Subdivision Map to create 30 residential lots, a Special Development Permit to deviate from single-family residential Development Standards, and a Design Review to comply with Countywide Design Guidelines. See Plate IS-3 (Community Plan Amendment and Rezone Exhibit), Plate IS-4 (Site Plan), and Plate IS-5 (Tentative Subdivision Map).

According to the Land Use Element of the Sacramento County General Plan, the designation (Commercial and Offices) provides for a full range of neighborhood, community and regional shopping centers and a variety of business and professional offices. Uses include locally-oriented retail, professional offices, and regional commercial operations. The location and size of commercial areas is based upon accessibility, historic development patterns, community and neighborhood needs, and minimization of land use conflicts. Ideally, commercial areas are designed to integrate with the community, including the provision for pedestrian amenities. The standard for commercial Floor Area Ratios is between 0.25 and 2.5. Per the Sacramento County Zoning Code Consistency Matrix, the Residential zoning categories are consistent with the Commercial and Offices designation provided that they meet the criteria listed in the Sacramento County General Plan Land Use Element Policy LU-32.

Policy LU-32 states “It is the policy of Sacramento County to support and encourage Transit Oriented Development (TODs) in appropriate areas throughout the County. Development applications within ½ mile of a transit stop/station identified in Regional Transit’s Master Plan or a County-adopted Plan shall comply with the TOD development requirements. Appropriate locations include transit stops or nodes in commercial

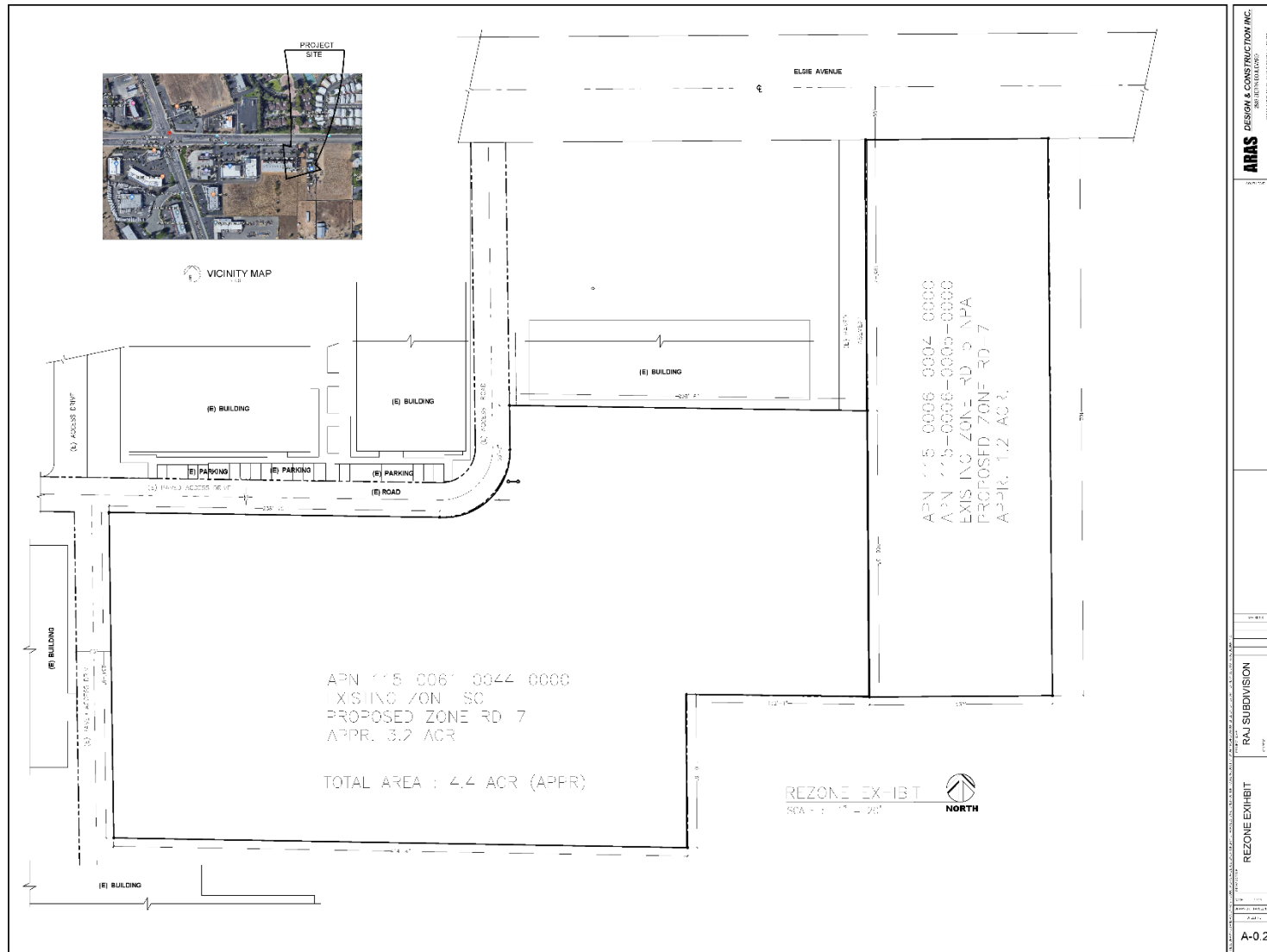
corridors, Bus Rapid Transit (BRT) or Light Rail stations, transit stops in new growth areas, or opportunity sites identified in Regional Transit's Master Plan.” The proposed project complies with the TOD development standards, and therefore a General Plan Amendment is not required for this project. The subject project does not propose an amendment to the General Plan designation as it is considered to be a consistent and compatible use within the Commercial and Offices General Plan designation.

If the request is approved as proposed, the Community Plan designation and the zoning will be amended to reflect RD-7 zoning, and will allow for the proposed use of the parcel. Approval of the project requests would ensure that there are no conflicts with the proposed use and the South Sacramento Community Plan, or with any of the other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The project includes a Design Review to comply with Countywide Design Guidelines. The Design Guidelines reflect the County's desire to encourage high quality investment in new development. The Guidelines emphasize projects that contribute to the health and beauty of the County's communities. New projects will need to fit into their communities and anticipate futures where pedestrians feel safe and comfortable. Design Review regulations are not considered environmental issues; however, if during the Design Review period the project is found to not meet the requirements of the Design Guidelines and is to be altered, the project may require further environmental review to determine potential new environmental impacts.

The proposed project is not expected to significantly alter current land uses in the area or create a use that is incompatible with current designations. Potential land use related environmental impacts are considered ***less than significant***.

Plate IS-3: Community Plan Amendment and Rezone Exhibit



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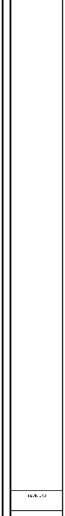
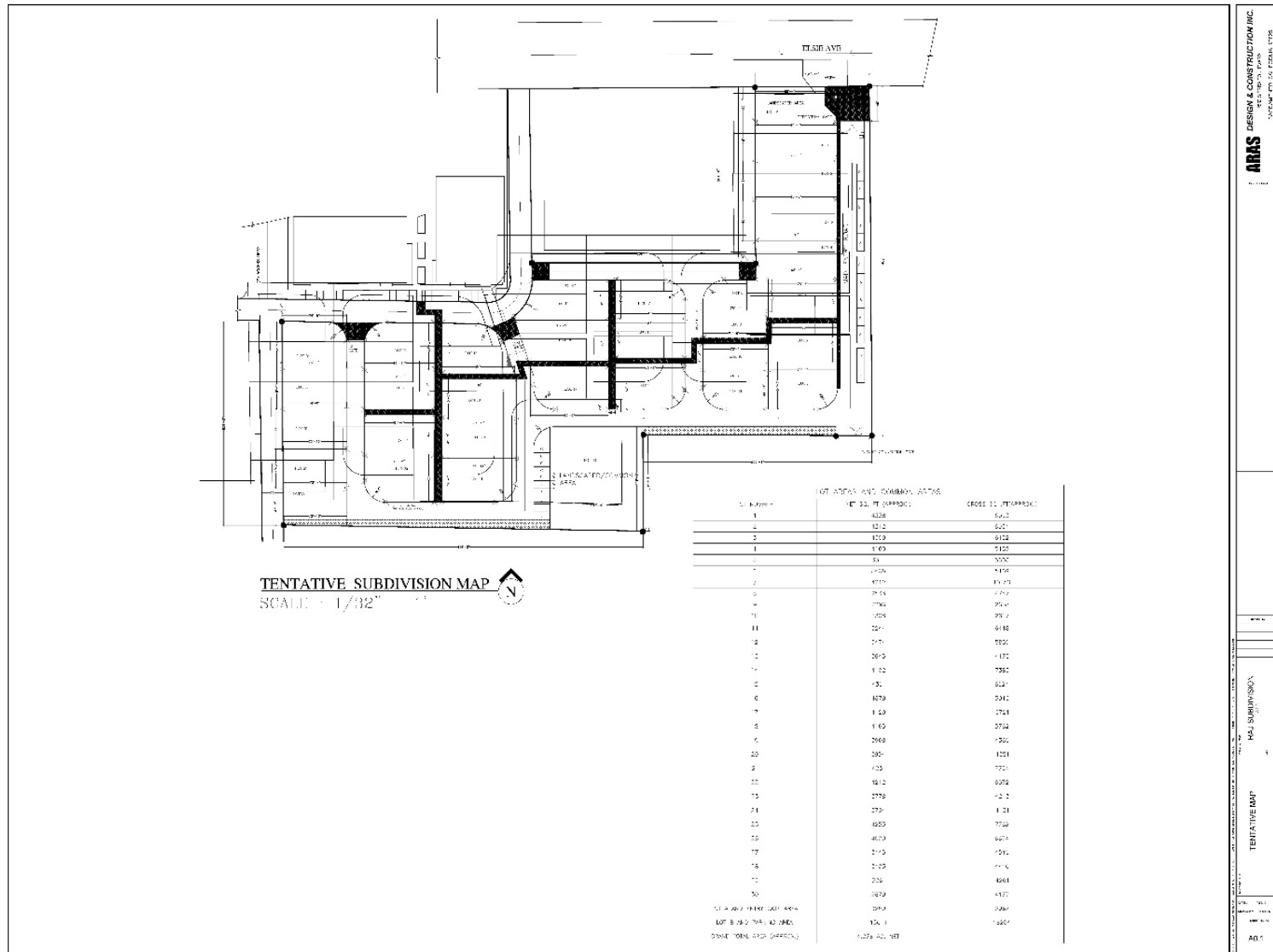


Plate IS-5: Tentative Subdivision Map



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-1). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-2).

Table IS-1: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard ¹ and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour ³ Standards) Attainment (1 hour standard ²)
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide ⁴	Attainment (1 hour and 24 hour Standards)	Attainment/unclassifiable ⁵
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard
<p>1. Per Health and Safety Code (HSC) § 40921.59(c), the classification is based on 1989-1001 data, and therefore does not change.</p> <p>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.</p> <p>3. For the 1997, 2008 and the 2015 Standard.</p> <p>4. Cannot be classified</p> <p>5. Designation was made as part of EPA's designations for the 2010 SO₂ Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017</p> <p>* 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</p>		

Table IS-2: SMAQMD Significance Thresholds

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

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

PARTICULATE MATTER EMISSIONS

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

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

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

The project site is less than 35 acres (4.3 acres) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or, import or export of soil materials requiring a considerable amount of haul truck activity. Therefore, the project meets the SMAQMD Guide screening criteria for PM₁₀ and PM_{2.5}. The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that should be implemented on all projects, regardless of size. Dust abatement practices are required pursuant to SMAQMD Rule 403 and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485; the SMAQMD Guide simply lays out the basic practices needed to comply. These requirements are already required by existing rules and regulations, and have also been included as mitigation.

OZONE PRECURSOR EMISSIONS (NO_x)

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

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

CONSTRUCTION EMISSIONS CONCLUSION

The Raj Subdivision project site is less than 35 acres (4.3 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 and 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 30 new single family units, and therefore falls below these screening thresholds. Impacts related to operational emissions are expected to be ***less than significant***.

CRITERIA POLLUTANT HEALTH RISKS

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

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

HEALTH EFFECTS SCREENING

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

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

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

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

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

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

DISCUSSION OF PROJECT IMPACTS

Since the project was below the daily operational thresholds for criteria air pollutants, the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-3 and Table IS-4.

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 for health risks, this data is presented for informational purposes and does not represent an attempt to arrive at any level-of-significance conclusions.

Table IS-3: PM_{2.5} Health Risk Estimates

PM _{2.5} Health Endpoint	Age Range ¹	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) ^{2,5} (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ² (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
Respiratory					
Emergency Room Visits, Asthma	0 - 99	1.0	0.96	0.0052%	18419
Hospital Admissions, Asthma	0 - 64	0.068	0.063	0.0034%	1846
Hospital Admissions, All Respiratory	65 - 99	0.33	0.29	0.0015%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.18	0.17	0.00069%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000098	0.000092	0.0021%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0077	0.0072	0.0024%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.019	0.018	0.0025%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.032	0.030	0.0024%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.11	0.0021%	5052
Mortality					
Mortality, All Cause	30 - 99	2.2	2.0	0.0044%	44766
Notes:					
<ol style="list-style-type: none"> Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air- 					

District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.
5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*.

Table IS-4: Ozone Health Risk Estimates

Ozone Health Endpoint	Age Range ¹	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) ^{2,5}	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
		(Mean)	(Mean)		
Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.080	0.065	0.00033%	19644
Emergency Room Visits, Asthma	0 - 17	0.43	0.37	0.0063%	5859
Emergency Room Visits, Asthma	18 - 99	0.67	0.58	0.0046%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.050	0.043	0.00014%	30386
Notes:					
<ol style="list-style-type: none"> 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>. 					

TOXIC AIR CONTAMINANTS

The California Air Resource Board (CARB) indicates that one of the highest public health priorities is the reduction of diesel particulate matter generated by vehicles on California's highways, as it is one of the primary toxic air contaminants (TAC). Other potential TAC generators within the County of Sacramento are associated with specific types of facilities, such as dry cleaners, gas stations, and chrome plating facilities, and are the focus of CARB's control efforts. CARB has made specific recommendations with respect to considering existing sensitive uses when siting new TAC-emitting facilities or with respect to TAC-emitting sources when siting sensitive receptors. CARB¹ recommends that the following buffer distances be observed when locating TAC emitters or sensitive land uses:

- Freeways or major roadways – 500 feet;
- Dry cleaners using perchloroethylene – 500 feet. California regulations prohibit the installation of new perchloroethylene dry cleaning equipment, and thus this is only relevant for existing dry cleaners using old equipment;
- Auto body repair services – 500 feet;
- Gasoline dispensing stations with an annual throughput of less than 3.6 million gallons – 50 feet;
- Gasoline dispensing stations with an annual throughput at or above 3.6 million gallons – 300 feet;
- Other TAC sources including furniture manufacturing and repair services that use methylene chloride or other solvents identified as a TAC – 300 feet;
- Distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations exceed 300 hours per week – 1,000 feet;
- Rail yards for major service and maintenance operations – 1,000 feet;
- Chrome platers – 1,000 feet;
- Port developments should not site the heavily impacted areas immediately upwind of sensitive land uses; and
- Petroleum refineries should not site the heavily impacted areas immediately upwind of sensitive land uses.

The SMAQMD recommends that site-specific health risk assessments be performed to accurately document potential cancer risk when siting sensitive land uses within the above buffer zones. In addition, California Health and Safety Code Section 42301.6 specifies that the Air Pollution Control Officer (an SMAQMD position) must prepare a public notice for any permit to construct or modify a TAC source when that source is located within 1,000 feet of the outer boundary of a school site. The "source" is defined

¹ ARB *Air Quality and Land Use Handbook – A Community Health Perspective* April 2005.

as the location of the emissions stack or venting unit—it is not the boundary of the site on which the source is located.

SMAQMD and the County have not established a quantitative threshold of significance for construction-related TAC emissions. Therefore, SMAQMD recommends that lead agencies address this issue on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and its proximity to off-site receptors.

PROJECT IMPACTS

The proposed project is considered a sensitive land use for the siting of 30 single-family residential homes. According to a SMAQMD comment letter dated January 17, 2018, the western edge of the project site, is 736 feet from the nearest travel lane of State Route 99. In addition, the southernmost homes in the project are located within 455 feet of the Sac Valley Truck Stop, a major fueling center and source of toxic air contaminants. A gas station, located northeast of the site, is considered low volume and is located over 50 feet from the nearest proposed residential lot. To protect the future residents of the Raj Subdivision from excessive exposure to particulate matter and toxic air contaminants, SMAQMD recommends several reduction measures be considered, including installing HVAC systems capable of at least a Maximum Efficiency Reporting Value (MERV) 13 in each of the proposed residential homes.

CONCLUSION

The proposed project meets the CARB locational recommendations for TAC-emitting sources. Additionally, the project will include the installation of a 6-foot tall solid masonry wall, for noise mitigation, and landscaping. This will provide additional buffers between possible emissions near the project site. Impacts with regards to TACs are ***less than significant***.

TRANSPORTATION/TRAFFIC

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

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

VMT ANALYSIS

The passage of Senate Bill 743 (SB 743) in the fall of 2013 led to a change in the way that transportation impacts are measured under CEQA. Starting on July 1, 2020, automobile delay and LOS may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, an alternative metric that supports the goals of the SB 743 legislation will be required. Although there is no requirement to use any particular metric, the use of VMT

has been recommended by the Governor's Office of Planning and Research. This requirement does not modify the discretion lead agencies have to develop their own methodologies or guidelines, or to analyze impacts to other components of the transportation system, such as walking, bicycling, transit, and safety. SB 743 also applies to transportation projects, although agencies were given flexibility in the determination of the performance measure for these types of projects.

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

Sacramento County Department of Transportation (SacDOT) has developed screening criteria for development projects. The screening criteria VMT thresholds of significance are summarized in Table IS-5.

SIGNIFICANCE THRESHOLDS

VMT PER CAPITA

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

Table IS-5: Screening Criteria for CEQA Transportation Analysis

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

Restricted Affordable Residential Projects	<ul style="list-style-type: none"> • Affordability: Screening criteria only apply to the restricted affordable units; AND • Restrictions: Units must be deed-restricted for a minimum of 55 years; AND • Parking: Provides no more than the minimum number of parking spaces required⁴; AND • Transit Access: Project has access to transit within a ½ mile walking distance; AND • Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.
<p>¹ See Appendix A for land use types considered to be retail.</p> <p>² Defined in the Pub. Resources Code § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").</p> <p>³ Defined in the Pub. Resources Code § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").</p> <p>⁴ Sacramento County Zoning Code Chapter 5: Development Standards</p>	

METHODOLOGY

This project consists of 30 single family residential units, which does not screen out from a VMT analysis according to the table above. DKS Associates conducted a VMT analysis which is summarized in the memorandum dated October 21, 2020 and included as Appendix A.

DISCUSSION OF PROJECT IMPACTS

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

The proposed project is located southeast of the intersection of Elsie Avenue and Stockton Boulevard in the unincorporated community of South Sacramento. The project site is located within Traffic Analysis Zone (TAZ) 914 and directly adjacent to TAZ 503 in the SACSIM model. The guidelines state that if the project represents a land use that is generally consistent with land use assumptions in its TAZ in the model, the average VMT per capita calculated for the TAZ can be used as a surrogate for the project.

The figure shows that the project zone (TAZ 914), along with many of the neighboring zones have VMT per capita below 85% of the regional average. Consistent with the project zone, the project would be estimated to have an average VMT per capita of 14.2, or 80.8% of regional average.

Table IS-6: Significance Thresholds for CEQA Transportation Analysis for Development Projects

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

CONCLUSION

Based upon the above analysis and Table IS-6, the proposed project's VMT per capita does not exceed the threshold of significance prescribed by Sacramento County and thus impacts related to VMT are ***less than significant***.

NOISE

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

- Result in exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies.

Noise is defined as unwanted sound. Sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are measured and expressed in decibels (dB) corresponding roughly to the threshold of hearing. To protect citizens and visitors of the County from unhealthy or inappropriate noise levels, the General Plan contains a Noise Element with policies designed to control or abate noise. Noise Element Policy NO-1 provides standards for existing residential areas exposed to new non-transportation sources and Policy NO-6 provides standards for a variety of new non-transportation projects exposed to transportation noise.

Traffic on Elsie Avenue and Stockton Boulevard are considered to be potentially significant noise sources affecting the project site. Additionally, industrial activities at the facility to the immediate south and noise generated by the carwash to the northeast may cause noise impacts at the project site. An Environmental Noise Assessment (included as Appendix B) was prepared by Bollard Acoustical Consultants (BAC), Inc. on February 27, 2018 and updated on June 10, 2020 to quantify noise levels at the proposed residential building facades and common outdoor activity areas, and compare those levels to the acceptable limits established by the Sacramento County General Plan. Below is the analysis from the Environmental Noise Assessment as summarized from the report.

TRAFFIC NOISE

Roadway noise may be significant if the project will expose people to volumes that exceed adopted standards, or if a project will result in a substantial permanent increase in existing noise. The project will not increase traffic on Stockton Boulevard or Elsie Avenue by a substantial amount, and will therefore not substantially increase the existing roadway noise. However, the project will place new residents next to this existing noise source. Sacramento County has adopted significance thresholds for noise within the Noise Element. Policy NO-1 states:

The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Sacramento County are shown by Table 1 (see Table IS-7). When the noise level standards of Table 1 are predicted to be exceeded at new uses proposed within Sacramento County which are affected

by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 standards.

Policy NO-13 of the Noise Element states that when mitigation measures are required, emphasis should be placed on the use of setbacks and site design, prior to consideration of the use of noise barriers.

Table IS-7: Noise Standards for New Uses Affected by Traffic

Receiving Land Use	Sensitive Outdoor Area	Sensitive Interior Area
All Residential	65 L _{dn}	45 L _{dn}
Transient Lodging	65 L _{dn}	45 L _{dn}
Hospitals & Nursing Homes	65 L _{dn}	45 L _{dn}
Theaters & Auditorium	---	35 L _{dn}
Churches, Meeting Halls, Schools, Libraries, etc.	65 L _{dn}	40 L _{dn}
Office Buildings	65 L _{dn}	45 L _{dn}
Commercial Buildings	---	50 L _{dn}
Playgrounds, Parks, etc.	70 L _{dn}	---
Industry	65 L _{dn}	50 L _{dn}

An analysis of potential exterior and interior noise impacts associated with traffic on Stockton Boulevard and Elsie Avenue was conducted using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (RD-77-108). The FHWA Model was used with future traffic data to predict future traffic noise levels at the nearest noise-sensitive interior and exterior areas. The future Average Daily Traffic (ADT) was conservatively estimated by increasing the existing ADT volumes by a factor of 50%. The existing ADT volumes were obtained from 2014-2017 Sacramento County traffic counts. The receptor locations are shown in Plate IS-6 and the predicted future traffic noise levels at the project site are summarized in Table IS-8.

Table IS-8: Predicted Future Traffic Noise Levels

Roadway	Location	Distance from Centerline (ft)	Predicted Noise Levels (dB L _{dn})
Stockton Boulevard	Common outdoor area (Lot B)	550	53
	Nearest ground-floor building façade and residential yard	215	61
	Nearest upper-floor building façade	215	64
Elsie Avenue	Common outdoor area (Lot B)	480	47
	Nearest ground-floor building façade and residential yard	90	68
	Nearest upper-floor building façade	90	71
<p>Note:</p> <p>-Predicted noise levels include offsets to account for shielding provided by existing and proposed structures. Shielding would be reduced at elevated positions.</p>			

Plate IS-6: Receptor Locations

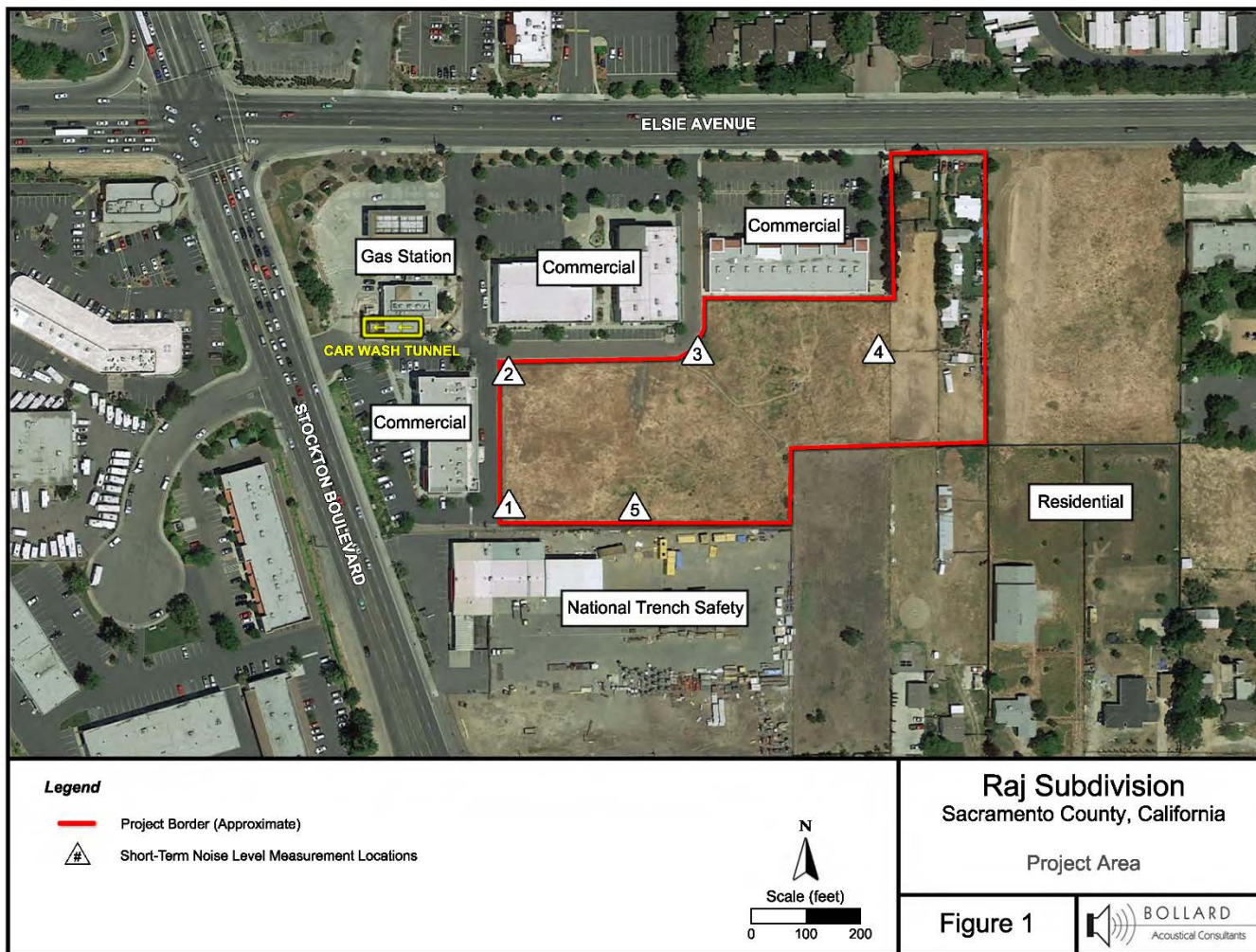


Table IS-9: Predicted Future Traffic Noise Levels with Proposed 6-Foot Tall Barriers

Roadway	Location	Distance from Centerline (ft)	Predicted Noise Levels (dB L _{dn})
Stockton Boulevard	Common outdoor area (Lot B)	550	48
	Nearest ground-floor building façade and residential yard	215	56
	Nearest upper-floor building façade	215	64
Elsie Avenue	Common outdoor area (Lot B)	480	47
	Nearest ground-floor building façade and residential yard	90	68
	Nearest upper-floor building façade	90	71

As indicated in Table IS-9, the proposed community outdoor area (Lot B) of the development is predicted to be exposed to future traffic noise levels of 48 dB L_{dn} or less, including shielding provided by intervening buildings and proposed barriers, which would satisfy the applicable Sacramento County General Plan 65 dB L_{dn} exterior noise level standard. As a result, no further consideration of exterior traffic noise mitigation measures would be warranted for this project location. However, the nearest residential yard closest to Elsie Avenue will have a noise level of 68 dB, thus not meeting the County exterior noise level standard. To meet the County exterior noise level standard of 65 dB L_{dn}, mitigation is required for a 6-foot tall solid masonry wall at this location.

Standard residential construction 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_{dn} at exterior building facades, standard construction would normally be adequate to ensure compliance with the Sacramento County General Plan 45 dB L_{dn} interior noise level standard.

As indicated in Table IS-9, future traffic noise levels are predicted to range from 56 to 68 dB L_{dn} at ground-floor building facades of the residences nearest to Stockton Boulevard and Elsie Avenue. Due to reduced ground absorption at elevated positions, and lack of

shielding provided by the proposed barriers, future traffic noise at the nearest upper-floor building facades are predicted to range from 64 to 71 dB L_{dn} .

Based on the analysis and discussion above, standard construction practices would be adequate for ground- and upper-floor facades of the residences adjacent to Stockton Boulevard. However, a greater degree of noise attenuation would be required to satisfy the General Plan 45 dB L_{dn} interior noise level standard within the residence proposed nearest Elsie Avenue. Specifically, all windows of the residence identified in Plate IS-7 from which Elsie Avenue would be visible (north, east and west-facing facades) should be upgraded to a minimum Sound Transmission Class (STC) rating of 32. In addition, mechanical ventilation should be provided for all residences within this development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

NON-TRANSPORTATION NOISE

The Sacramento County General Plan Noise Element contains thresholds and performance standards for noise. Though there are policies that pertain to “non-transportation” noise sources affecting residential areas, these are designed for more constant stationary noise sources. These are not designed to address what are called “single-event” noise occurrences. These noise standards are summarized in Table IS-10.

Table IS-10: Non-Transportation Noise Standards
Median (L₅₀) / Maximum (L_{max})

Receiving Land Use	Sensitive Outdoor Area		Sensitive Interior Area
	Daytime	Nighttime	Daytime and Nighttime
All Residential	55 / 75	50 / 70	35 / 55
Transient Lodging	55 / 75	--	35 / 55
Hospitals & Nursing Homes	55 / 75	--	35 / 55
Theaters & Auditorium	--	--	30 / 50
Churches, Meeting Halls, Schools, Libraries, etc.	55 / 75	--	35 / 60
Office Buildings	60 / 75	--	45 / 65
Commercial Buildings	---	--	45 / 65
Playgrounds, Parks, etc.	65 / 75	--	--
Industry	60 / 80	--	50 / 70

The project site is bordered to the south by an existing trench-digging safety facility. BAC conducted short-term noise level measurements during a field visit on January 29, 2018. BAC staff observations and noise measurements indicate that the primary noise-generating components of the facility are on-site heavy trucks idling, backing up, and moving equipment. The measurement results indicated a maximum noise level of 65 dB L_{max} at the measurement location, the nearest proposed residences and associated yards. Based on file data for similar uses, it was conservatively assumed that industrial noise levels could range as high as 55 dB L₅₀ and 70 dB L_{max} at that location.

The effective noise center of the common outdoor area (Lot B) of the development is proposed to be located approximately 60 feet from the property line. Given approximately 6 dB of attenuation provided by the additional setback, and after consideration of shielding provided by the proposed 6-foot tall masonry wall along the property line (conservatively estimated to provide approximately 5 dB of noise level reduction), industrial noise levels are predicted to be 44 dB and 59 dB L_{max} at the common outdoor area (Lot B), and would satisfy applicable Sacramento County General Plan non-transportation daytime and nighttime exterior noise level standards.

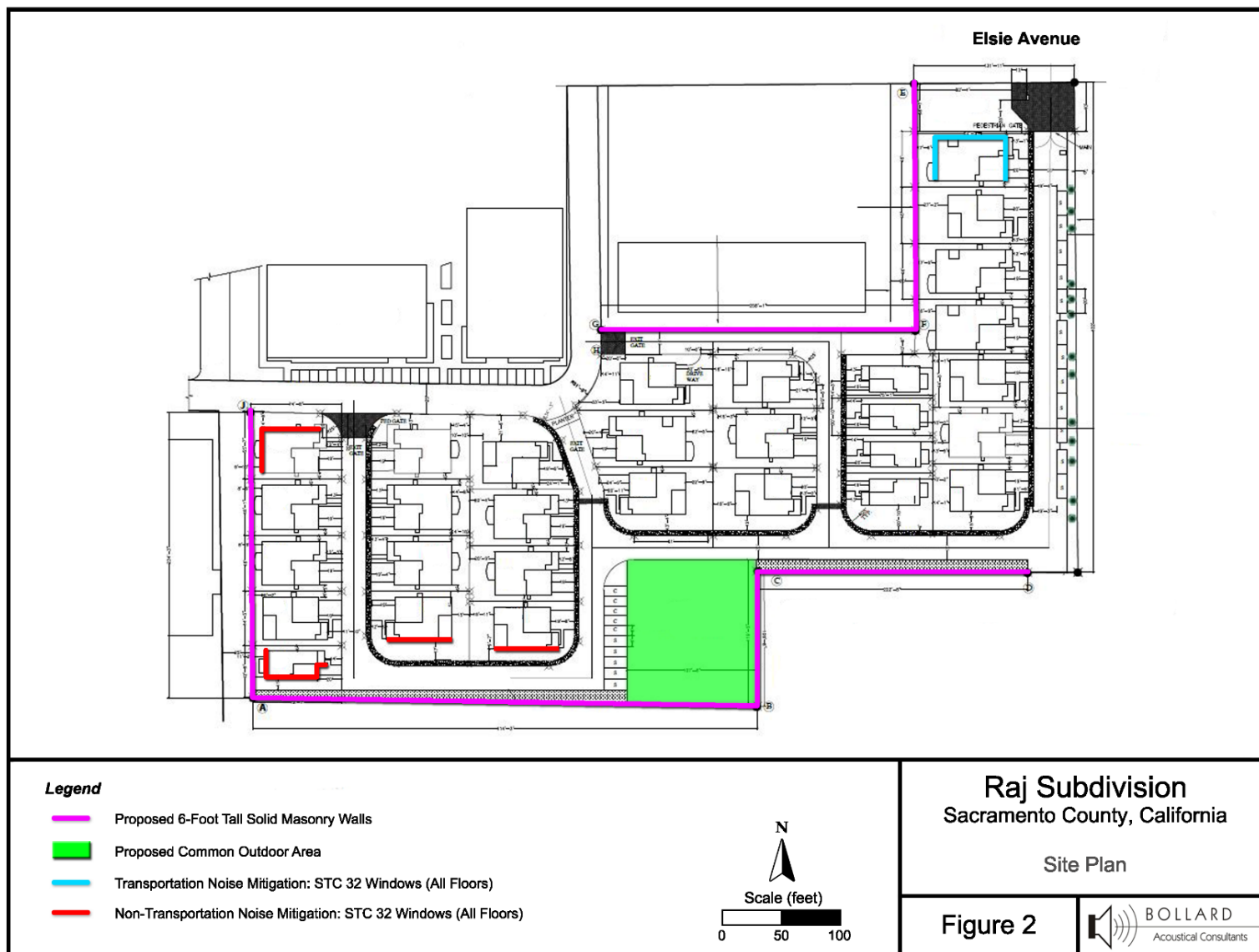
Given the 25 dB of noise reduction provided by standard residential construction, noise levels in the nearest sensitive interior areas are predicted to be approximately 35 dB L₅₀ and 45 dB L_{max}, satisfying the Sacramento County interior noise standards. However, to reduce the likelihood of sleep disturbance resulting from early-morning industrial activities and to increase the margin of safety relative to the Sacramento County 35 dB

L₅₀ interior standard, BAC recommends upgrading south-facing windows of the proposed residences nearest to the facility. Specifically, windows with a Sound Transmission Class (STC) rating of 32 are recommended. Window upgrade locations are shown in Plate IS-7. Based upon industrial noise levels ranging as high as 55 dB L₅₀ and 70 dB L_{max} at the nearest proposed residences, Sacramento County General Plan non-transportation daytime and nighttime exterior noise level standards would also be met for the nearest outdoor residential yards, with the 5 dB of noise level reduction by the proposed 6-foot tall solid masonry wall.

An existing car wash is located approximately 120 feet to the northwest of the project site. Noise levels generated by carwashes are primarily due to the drying portion of the operation. The car wash blowers are located approximately 550 feet from the proposed common outdoor area (Lot B). Given the orientation of the carwash tunnel, and after consideration of screening that would be provided by the proposed intervening buildings, carwash noise exposure is predicted to be 44 dB L_{max} at the common outdoor area (Lot B), and would satisfy applicable Sacramento County General Plan daytime and nighttime exterior noise level standards.

The carwash blowers maintain a separation off approximately 190 feet from the nearest proposed residential building façade and associated yard. Given the orientation of the carwash tunnel, and after consideration of the noise level reduction achieved with standard residential construction, car wash noise exposure is predicted to be 38 dB L_{max} within the interior area of the nearest proposed residence, and would satisfy the applicable Sacramento County General Plan daytime and nighttime interior L_{max} standards. With the orientation of the car wash tunnel, its entrance facing the residences (where noise levels are 10 dB lower), and the proposed 6-foot tall solid masonry wall adjacent to the nearest residences, Sacramento County General Plan daytime and nighttime exterior L_{max} standards would also be met for the nearest outdoor residential yards. However, to reduce sleep disturbance issues associated with nighttime car wash operations, BAC recommends upgrading all windows of the residence nearest the car wash with views of the car wash exit to an STC rating of 32. Window upgrade locations are shown in Plate IS-7.

Plate IS-7: Sound Barrier and Upgraded Window Locations



The Raj Subdivision is predicted to be exposed to future traffic noise exposure in compliance with the applicable Sacramento County General Plan exterior noise level standard at the proposed common outdoor area (Lot B) of the development. The exterior noise level standards are met for the residential yards of the proposed subdivision, with the exception of the lot closest to Elsie Avenue, where a 6-foot solid masonry wall is required. However, a portion of the development is predicted to be exposed to future traffic noise exposure in excess of the applicable General Plan interior noise level limit. In addition, adjacent industrial and commercial operations may exceed applicable General Plan noise level criteria. As a result, the following specific noise mitigation measures are recommended for this project:

1. Window assembly upgrades shall be installed with the recommended minimum STC rating on Plate IS-7.
2. A 6 foot tall solid masonry wall shall be installed as illustrated in Plate IS-7
3. In addition to the locations outlined in 2) above, a 6-foot tall solid masonry wall shall be installed along the side yard of the closest residential lot fronting Elsie Avenue.

These recommendations will be included as mitigation measures and conditions of approval. With mitigation, impacts related to noise from the proposed project are considered ***less than significant***.

HYDROLOGY AND WATER QUALITY

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

- Alter the existing drainage patterns in such a way that it causes flooding;
- Contribute runoff that would exceed the capacity of existing or planned stormwater infrastructure;
- Place housing within the 100-year floodplain;
- Place structures in a 100-year floodplain that would cause substantial impacts as a result of impeding or redirecting flood flows;
- Develop in an area that is subject to 200 year urban levels of flood protection (ULOP), or;
- Expose people or structures to substantial loss of life, health, or property as a result of flooding.

FLOODPLAIN AND FLOODING

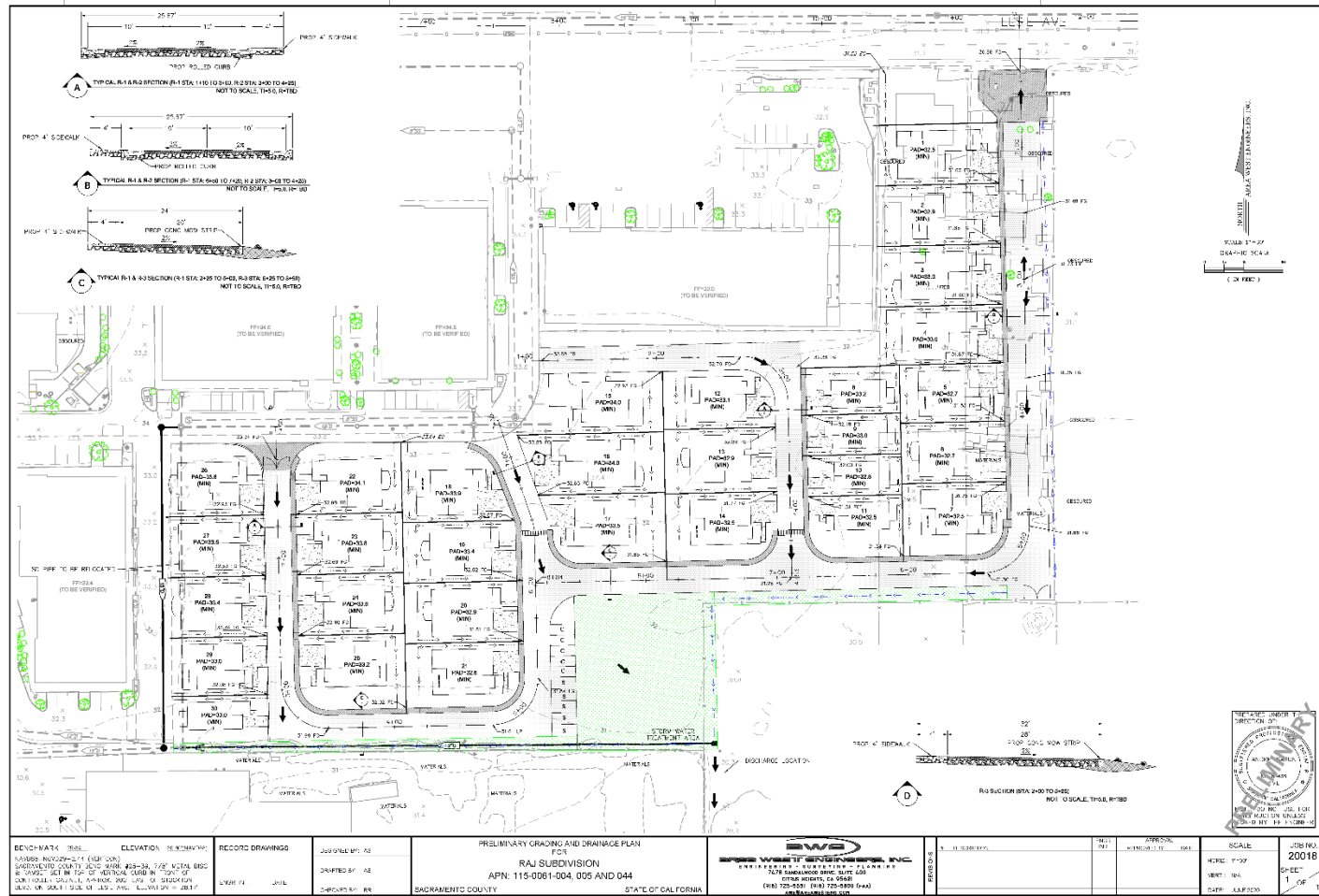
The project site is located within an area identified on the FEMA FIRM Panel Number 06067C as “Zone X,” 500-year floodplain, but is located within a local floodplain. The

project site is also located within the Unionhouse Creek watershed. The Sacramento County Department of Water Resources (DWR) reviewed the proposed project and stated that there is a potential for an off-site overland release path through APN: 115-0061-045.

A drainage study was prepared for the proposed project by Area West Engineers, Inc. dated July 2020 (see Appendix C). The drainage study states that the property currently conveys runoff along the south boundary of APN: 115-0061-044 flowing to the southwest boundary corner where runoff is directed to the existing 15" drainage pipe that continues into the existing drainage network within Stockton Boulevard. Additionally, APN: 115-0061-044 is bordered by the existing 15" storm drain pipes along the north and west boundaries which collect runoff from the developed shopping center to the north and to the west. The proposed project will continue to use the existing drainage pattern, but will have to relocate the existing 15" storm drain pipe on the west side of the project due to conflict with the proposed single-family dwellings. See Plate IS-8, Preliminary Grading and Drainage Plan, to illustrate the location of these facilities on the project site. The existing storm drain pipe, along the west boundary, will need to be relocated further to the west. Additionally, the proposed development will include construction of vegetation swales along the project's boundary lines with LID features, such as, permeable flatwork, disconnected roof drains, interceptor trees and compost-amended soil within the landscaped areas.

DWR staff (Furlan) reviewed the proposed project and indicated in correspondence dated January 13, 2021 that the project applicant will need to provide an improvement plan level drainage study for review and approval by DWR. The drainage study shall illustrate no adverse impacts to the existing storm drain upstream and downstream of the project. The drainage study should further show no adverse impacts to adjacent properties in 100-year frequency storms. The drainage study shall also establish an existing condition 100-year water surface elevation along the preferred overland release path. Compliance with DWR's conditions of approval as outlined in the January 13, 2021 correspondence will ensure that environmental impacts related to drainage are considered ***less than significant***.

Plate IS-8: Preliminary Grading and Drainage Plan



NOT FOR CONSTRUCTION. FOR REVIEW AND COMMENT ONLY

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 the Regional Water Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type. In addition, Sacramento County Code 16.44 (Land Grading and Erosion Control) requires private construction sites disturbing one or more acres or moving 350 cubic yards or more of earthen material to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an Erosion and Sediment Control (ESC) Plan describing erosion and sediment control best management practices (BMPs) that will be implemented during construction to prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. Construction projects not subject to SCC 16.44 are subject to the Stormwater Ordinance (SCC 15.12) described above.

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

Applicable projects applying for a County grading permit must show proof that a WDID# has been obtained and must submit a copy of the SWPPP. Although the County has no

enforcement authority related to the CGP, the County does have the authority to ensure sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components. The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP.

Erosion controls should always be the *first line of defense*, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, 3-step hydroseeding, spray-on soil stabilizers and anchored blankets. Sediment controls are the *second line of defense*; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

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

It is the responsibility of the project proponent to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the project proponent should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project proponent may wish to conduct settling column tests in addition to other soils testing on the site, to ascertain whether conventional BMPs will work for the project.

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Regional Water Board. Project compliance with requirements outlined above, as administered by the County and the Regional Water Board will ensure that project-related erosion and pollution impacts are ***less than significant***.

OPERATION: STORMWATER RUNOFF

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

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

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

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

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

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

The final selection and design of post-construction stormwater quality control measures is subject to the approval of the County Department of Water Resources; therefore, they should be contacted as early as possible in the design process for guidance. Project compliance with requirements outlined above will ensure that project-related stormwater pollution impacts are ***less than significant***.

BIOLOGICAL RESOURCES

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

- Have a substantial 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.

SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN (SSHCP)

The SSHCP is a regional approach to addressing development, habitat conservation, and agricultural lands within the south Sacramento County region, including the cities of Galt and Rancho Cordova. The specific geographic scope of the SSHCP includes U.S. Highway 50 to the north, the Sacramento River levee and County Road J11 (connects the towns of Walnut Grove and Thornton, it is known as the Walnut Grove-Thornton Road) to the west, the Sacramento County line with El Dorado and Amador counties to the east, and San Joaquin County to the south. The SSHCP Project area excludes the City of Sacramento, the City of Folsom, the City of Elk Grove, most of the Sacramento-San Joaquin Delta, and the Sacramento community of Rancho Murieta.

The SSHCP covers 28 different species of plants and wildlife, including 10 that are state and/or federally-listed as threatened or endangered. The SSHCP has been developed as a collaborative effort to streamline permitting and protect covered species habitat.

On May 15, 2018, the Final SSHCP and EIS/EIR was published in the federal Register for a 30-day review period. Public hearings on the proposed adoption of the final SSHCP, final EIS/EIR, final Aquatic Resources Plan (ARP), and final Implementation Agreement (IA) began in August 2018, and adoption by the County occurred on September 11, 2018. The permit was received on June 12, 2019 from the U.S. Fish and Wildlife Service, July 25, 2019 from the U.S. Army Corps of Engineers, and August 20, 2019 from the California Department of Fish and Wildlife.

The proposed project is in the Urban Development Area (UDA) and considered a covered activity in the SSHCP; therefore, the Project must comply with the provisions of the SSHCP and associated permits. The analysis contained below addresses the applicability of the SSHCP, and mitigation has been designed to comply with the SSHCP.

CONSISTENCY WITH THE SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN

The proposed project's design and construction must comply with all SSHCP requirements including SSHCP avoidance and minimization measures (AMMs). The SSHCP is a habitat-based plan in which mitigation fees are based on impacts to habitat or land cover rather than impacts to individual species.

The baseline mapping for the SSHCP Land covers is illustrated in Plate IS-9. The land covers outlined in the baseline map are an interpretation of habitat based on remote sensing analysis over a number years prior to adoption of the SSHCP. Therefore, these land covers are intended to serve as a guide as to what may be present on the project site and are intended to be updated. During the local impact authorization process, these land covers will be refined, and calculation of project mitigation impact fees will be based on project specific survey and wetland delineation data.

The analysis contained in this section is consistent with the protocol for covered species analysis under the SSHCP. Compliance with the SSHCP will ensure that impacts to covered species and their habitat will be less than significant. The mitigation contained

in this chapter has been structured such that the required mitigation is consistent with the adopted SSHCP mitigation and monitoring protocols.

The applicant will be required to obtain a signed SSHCP authorization form from the Environmental Coordinator for potential impacts to terrestrial habitats. The project will comply with the requirements of the SSHCP, including adherence to the Avoidance and Minimization Measures (Appendix D), as well as payment of fees to support the overall SSHCP Conservation Strategy. The project is consistent with, and aids in the goals set forth in the proposed SSHCP. Impacts with regards to consistency with the proposed SSHCP are ***less than significant***.

SPECIAL STATUS SPECIES

The SSHCP permit strategy relies on the USFWS biological opinion (BO) that includes all future SSHCP covered activities requiring a CWA 404 permit, eliminating the need for individual project-by-project consultations under ESA Section 7. Compensatory mitigation for the loss of valley grassland habitat is satisfied through the SSHCP by payment of per acreage compensatory mitigation fees for the valley grassland (or other verified habitat) landcover type.

The SSHCP land cover type data indicate that the project site contains 1.52 acres of Low Density Development and 2.96 acres of Valley Grassland. As previously discussed, the exact acreage of landcover type is subject to ground-truthing and verification during the SSHCP permit authorization process. The species discussions below focus on those special status species that have probability to occur with the valley grassland landcover.

BURROWING OWLS

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

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

According to the California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012), surveys for burrowing owl should be conducted whenever suitable habitat is present within 500 feet of a proposed impact area; this is also consistent with the “Burrowing Owl Survey Protocol and Mitigation Guidelines” published by The California Burrowing Owl Consortium (April 1993). Occupancy of burrowing owl habitat is confirmed whenever one burrowing owl or burrowing owl sign has been observed at a burrow within the last three years.

The California Fish and Wildlife Staff Report on Burrowing Owl Mitigation indicates that the impact assessment should address the factors which could impact owls, the type and duration of disturbance, the timing and duration of the impact, and the significance of the impacts. The assessment should also take into account existing conditions, such as the visibility and likely sensitivity of the owls in question with respect to the disturbance area and any other environmental factors which may influence the degree to which an owl may be impacted (e.g. the availability of suitable habitat).

DISCUSSION OF PROJECT IMPACTS

The project site exhibits appropriate burrowing owl habitat. If project construction occurs after the next nesting season, mitigation is required for burrowing owl surveys. With participation in the SSHCP, impacts related to burrowing owls are considered ***less than significant***.

SWAINSON’S HAWK AND NESTING BIRDS OF PREY

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.

NESTING BIRDS OF PREY

This section addresses raptors which are not listed as endangered, threatened, or of special concern, but are nonetheless afforded general protections by the Fish and Game Code. Raptors and their active nests are protected by the California Fish and

Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Section 3(18) of the Federal Endangered Species Act defines the term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered “take.” Thus, take may occur both as a result of cutting down a tree or as a result of activities nearby an active nest which cause nest abandonment.

Raptors within the Sacramento region include tree-nesting species such as the red-tailed hawk and red-shouldered hawk, as well as ground-nesting species such as the northern harrier. The following raptor species are identified as “special animals” due to concerns over nest disturbance: Cooper’s hawk, sharp-shinned hawk, golden eagle, northern harrier, and white-tailed kite. Trees on the project site could provide suitable habitat.

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

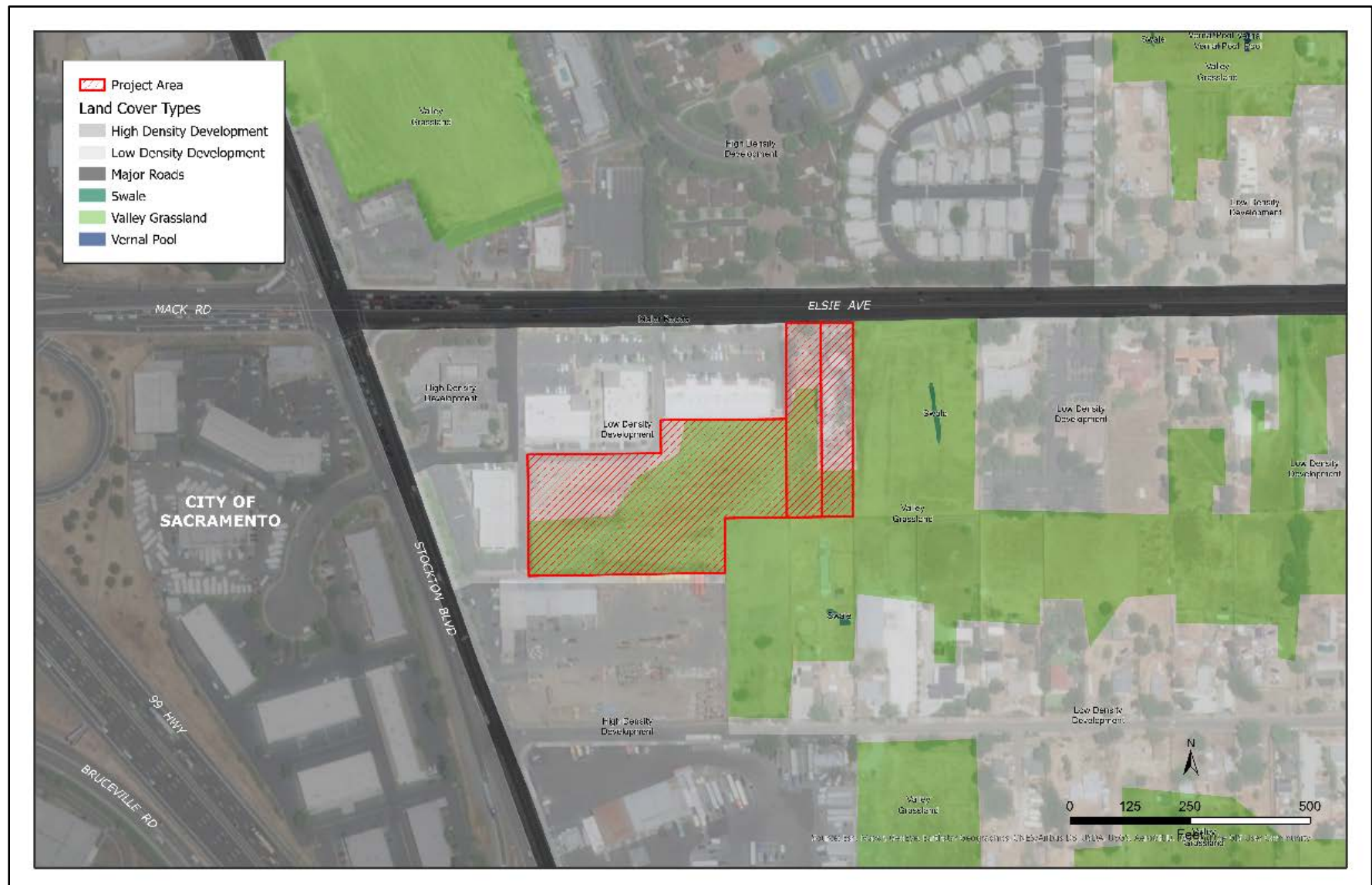
DISCUSSION OF PROJECT IMPACTS

The project site contains suitable nesting habitat for nesting raptors, and perhaps Swainson’s hawks. Additionally, due portions of the project site containing vacant undeveloped valley grassland, the site contains suitable foraging habitat for Swainson’s hawks. Participation in the SSHCP will ensure that impacts are ***less than significant***.

Conclusion

Due to the project’s tree removal and the potential for burrowing owl to be located within the project limits, the SSHCP AMMs include mitigation for surveys associated with Swainson’s Hawks, nesting raptors, and burrowing owls. Participation in the SSHCP and compliance with the SSHCP AMMs (Appendix D) will ensure that project impacts to special status species are ***less than significant***.

Plate IS-9: SSHCP Land Cover Type Map



NON-NATIVE TREES

Over the years, a significant number of trees have been removed throughout Sacramento County to facilitate urban development, to accommodate agriculture, to provide fuel wood, or to be milled into building materials. It is clear that with continued urban and rural development, the County's woodlands and the variety of species they support will disappear unless concerted efforts are pursued to protect this valuable resource.

BACKGROUND AND REGULATORY SETTING

The General Plan contains numerous goals, policies, concepts and strategies to protect and/or preserve tree resources. The following provides the goals and policies applicable to the project:

- CO-137. Mitigate for the loss of native trees for road expansion and development consistent with General Plan policies and/or the County Tree Preservation Ordinance.
- CO-138. Protect and preserve non-oak native trees along riparian areas if used by Swainson's Hawk, as well as landmark and native oak trees measuring a minimum of 6 inches in diameter or 10 inches aggregate for multi-trunk trees at 4.5 feet above ground.
- CO-139. Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.
- CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.
- CO-146. If new tree canopy cannot be created onsite to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.
- CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.
- EJ-24. Increase tree canopy coverage to at least 35 percent in all unincorporated County neighborhoods by 2040, especially those that are in Environmental Justice Communities.

The major goal outlined in the Conservation Element of the General Plan is for the management and protection of natural resources for the use and enjoyment of present and future generations, while maintaining the long-term ecological health and balance of the environment.

NON-NATIVE TREE IMPACTS

An arborist report was prepared for the proposed project site by Architect dated September 3, 2020 (see Appendix E). A total of 21 non-native trees consisting of Chinese Elm, Pine, Redwoods, Pecan, Plane Tree, Celtis, Camphor, and clusters of mixed fruit, ornamental, plum, and Italian Cypress trees are located on the project site as illustrated in Plate IS-10. A majority of the trees are located in clusters within the residential-zoned portion of the project site. Table IS-11 lists all on the Non-Native Trees On-site from the arborist report including the tree tag number, species, condition of tree, dbh/dripline radius, and action due to the proposed project. All of the trees will be removed due to the proposed project, with the exception of Tree No. 86, which could be incorporated into a landscape lot. The total non-native tree canopy to be removed is 6,501 square feet.

As indicated on the project's landscape plan illustrated in Plate IS-11, each of the 30 proposed single-family lots will have a shade tree planted in the front yard. Additionally, shade trees will be planted along the southern and eastern perimeter of the project's boundary and within the two landscaped lots proposed within the subdivision. The shade trees proposed to be planted for the project will provide enough canopy in the amount to be confirmed by the 15 year shade value at the time the species is selected. The project site is located in an environmental justice community, and therefore will be required to increase the tree canopy coverage by 35%, as required by policy EJ-24. Mitigation has been included to address the removal of non-native tree canopy and adherence to policy EJ-24, by providing for the equivalent of 8,776 square feet of non-native tree canopy. Onsite mitigation is preferred. Where infeasible, replacement tree plantings shall be directed to areas within the environmental justics community where the project is located. Impacts related to trees due to the proposed project are considered ***less than significant***.

Table IS-11: Non-Native Trees On-site

Tree #	Common Name	Condition	Action	Dbh/dripline radius	Mitigation
86 (Multi-Trunk)	Chinese Elm	1.5 – Poor/Fair	To be Removed or included with landscape lot fronting Elsie Avenue	19.7" dbh/20"	Canopy Tree Replacement
87	Pine	2 - Fair	To be removed	29"/15 ft.	Canopy Tree Replacement
88	Redwood	2 - Fair	To be removed	10"/10 ft.	Canopy Tree Replacement
89	Redwood	2 - Fair	To be removed	10"/10 ft.	Canopy Tree Replacement
90	Redwood	2 - Fair	To be removed	12"/10 ft.	Canopy Tree Replacement
91	Redwood	2 - Fair	To be removed	10"/10 ft.	Canopy Tree Replacement
92	Redwood	2 - Fair	To be removed	14"/10 ft.	Canopy Tree Replacement
93	Redwood	2 - Fair	To be removed	14"/10 ft.	Canopy Tree Replacement
94	Redwood	2 - Fair	To be removed	12"/10 ft.	Canopy Tree Replacement
95	Redwood	2 - Fair	To be removed	14"/10 ft.	Canopy Tree Replacement
101	Pecan	3 - Good	To be removed	10"/10 ft.	Canopy Tree Replacement
A	Tree of Heaven	---	Removed	---	---
B (On-site and Off-site trees)	Plum (Cluster of 7 trees)	2 - Fair	On-site trees to be removed	4-8"/8 ft.	Canopy Tree Replacement
C	Pine	---	Removed	---	---
D (On-site and Off-site trees)	Mixed Fruit/Ornamental Trees	---	On-site trees to be removed	1-8" (Varies)	Canopy Tree Replacement
E	Grapes	---	To be removed	---	---

F (On-site and Off-site trees)	Mixed Fruit/ Ornamental Trees	---	On-site trees to be removed	Varies	Canopy Tree Replacement
G	Plum Trees	---	To be removed	1-8" (Varies)	Canopy Tree Replacement
H	Mixed Fruit	---	To be removed	1-8" (Varies)	Canopy Tree Replacement
I	Italian Cypress (Cluster of 4 trees)	---	To be removed	1-8" (Varies)	Canopy Tree Replacement
J*	Plane Tree	---	To be removed	12-24"/25 ft.	Canopy Tree Replacement
K*	Redwood	---	To be removed	12-24"/15 ft.	Canopy Tree Replacement
L*	Celtis	---	To be removed	12-24"/15 ft.	Canopy Tree Replacement
M*	Camphor	---	To be removed	12-24"/15 ft.	Canopy Tree Replacement

* Indicates not shown on Tree Exhibit

Plate IS-10: Tree Location Exhibit



Initial Study



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

An Archeological Survey Report (ASR) was prepared by Alex DeGeorgey, M.A., RPA of Alta Archeological Consulting dated November 27, 2017. This report was updated in June 2020 by Dean Martorana, M.A., RPA and Sarah King Narasimha M. Phil of Alta Archaeological Consulting dated June 2020. The following information and analysis is based on these reports.

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 on October 27, 2017 for the project area and a one-half mile radius buffer. The records search identified no previously recorded resources within the project site.

On October 27, 2017, Alex DeGeorgey conducted a field survey of APN: 115-0061-044-0000. The archaeologist walked approximately 3.19 acres in parallel transects no

greater than 10-meters of interval separation. Ground surface visibility was good, about 15%, throughout the project area due to patchy grass and exposed mineral soil. The parcel has been a dumping site for discarded asphalt and sediments as evidenced by numerous piles and undulating land.

With the addition of two parcels to the proposed project, a subsequent field survey was conducted on May 29, 2020 by Sarah King Narasimha. Ground surface visibility was poor, approximately 10%, throughout the project area. APN: 115-0061-005 has three structures and considerable debris and various objects covering most of the parcel. The areas between the structures is manicured grass and landscaping. The southern portion of the parcel is currently used for pasturing livestock. APN: 115-0061-004 has one residential structure at the northern end of the property. The southern portion is used to pasture livestock. Ground cover consists of low dry grasses on both parcels. The project area was surveyed with transects spaced no greater than 10-meter intervals of separation.

Two dwellings and two ancillary structures were identified within the additional parcels added to the proposed project. No information is available on the ownership of the properties over time; however, it does appear these properties and parcels have been used over the last 75-years as simple family dwellings with small plots of grazing land for cattle or goats. APN: 115-0061-004 has a single family, single story home with a large shed on the southwest corner of the parcel. The property is stucco with a brick façade around the north facing wall. Based on the review of historic maps, it appears this structure was constructed prior to 1953. The exterior siding, roof and windows have been replaced with modern materials; it does not convey any unique features or style. The shed is considerably dilapidated, with a collapsed roof and various signs of disrepair.

APN: 115-0061-005 has one dwelling and two structures, one single family residence and two detached garage structures. The main property is stucco with metal windows and a gabled, shingle-less roof. This structure appears to date to the 1950's, but exhibits multiple signs of renovations and add-ons over the years, such as aluminum siding and vinyl windows. The garages or utility structures are simple rectangular, gabled structures on concrete slab foundations that exhibit signs of disrepair and do not convey any unique features or style. All of the above structures do not appear eligible for the California Register of Historic Resources (CRHR).

PROJECT IMPACTS

No cultural resources were identified within the project area as a result of the field surveys. If previously unidentified cultural resources are encountered during project implementation, a qualified professional archeologist should be contacted to evaluate the resource. Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

Although unlikely, if human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” can be designated and further recommendations regarding treatment of the remains is provided.

There are no known cultural or archeological resources on the project site, but mitigation has been included to ensure that if any are found during groundbreaking activities, all construction is to be halted and the Office of Planning and Environmental Review (PER) is to be contacted immediately. Impacts related to cultural resources are considered to 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 January 24, 2018 and January 30, 2018. No requests for consultation were received. E-mail correspondence from Wilton Rancheria tribe representatives dated February 16, 2018 stated that the only concern they had was in regards to the possibility that Native American artifacts and/or human remains may be uncovered when ground disturbance occurs.

The Native American Heritage Commission (NAHC) was contacted on March 3, 2020 to request a review of the Sacred Lands File for information on Native American cultural resources in the project area. In the NAHC response dated July 1, 2019, it was indicated that a search of the Sacred Lands File returned a negative result.

DISCUSSION OF PROJECT IMPACTS – TRIBAL CULTURAL RESOURCES

Through consultation under CEQA, tribes confirmed that the project area does not contain tribal cultural resources of significance. Mitigation is required for the inadvertent discovery of cultural resources, including tribal cultural resources, during ground disturbance and project construction. 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 2050.²

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

In November of 2011, Sacramento County approved the Phase 1 Climate Action Plan Strategy and Framework document (Phase 1 CAP), which is the first phase of developing a community-level Climate Action Plan. The Phase 1 CAP provides a framework and overall policy strategy for reducing greenhouse gas emissions and managing our resources in order to comply with AB 32. It also highlights actions already taken to become more efficient, and targets future mitigation and adaptation strategies. This document is available at

http://www.green.saccounty.net/Documents/sac_030843.pdf. The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

² 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 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.

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. The Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for proposed development-level analysis.

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

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

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

other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-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-2.

Table IS-12: SMAQMD Thresholds of Significance for Greenhouse Gases

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

PROJECT IMPACTS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

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

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

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

ENVIRONMENTAL MITIGATION MEASURES

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

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

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

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Control of fugitive dust is required by District Rule 403 and enforced by District staff.

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

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

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

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

MITIGATION MEASURE B: NOISE

In order for the project to meet applicable General Plan noise level criteria, the following specific noise mitigation measure must be implemented in the locations outlined in Plate IS-7:

1. Window assembly upgrades shall be installed with the recommended minimum STC rating on Plate IS-7.
2. A 6 foot tall solid masonry wall shall be installed as illustrated in Plate IS-7
3. In addition to the locations outlined in 2) above, a 6-foot tall solid masonry wall shall be installed along the side yard of the closest residential lot fronting Elsie Avenue.

MITIGATION MEASURE C: PARTICIPATION IN THE SSHCP

The project is a Covered Activity under the SSHCP and subject to all applicable provisions, avoidance and minimization measures, and mitigation fees. To compensate for impacts to approximately 2.96 acres of Valley Grassland and potential impacts associated with Swainson's Hawk, nesting raptors, and burrowing owls, the applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (Appendix D), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction.

MITIGATION MEASURE D: NON-NATIVE CANOPY REPLACEMENT

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, plus an additional 35% pursuant to policy EJ-24. The project shall be responsible for establishing 8,776 square feet of non-native tree canopy. 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 (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento County Tree Foundation). Funds that are made payable to the Sacramento County Tree Foundation shall be earmarked for tree plantings within the South Sacramento community.

MITIGATION MEASURE E: CULTURAL RESOURCES

To ensure protection of cultural resources, including tribal cultural resources, the following measure applies. This measure shall be included verbatim as a Construction Note on all Plans and Specifications for the project:

Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Office of Planning and Environmental Review shall be immediately notified.

At that time, the Office of Planning and Environmental Review will coordinate any necessary investigation of the find with appropriate specialists as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

MITIGATION MEASURE F: GREENHOUSE GASES

The project is required to incorporate the Tier 1 Best Management Practices or propose Alternatives that demonstrate the same level of GHG reductions as BMPs 1 and 2, listed below. At a minimum, the project must mitigate natural gas emissions and provide necessary wiring for an all-electric retrofit to accommodate future installation of electric space heating, water heating, drying, and cooking appliances.

Tier 1: Best Management Practices (BMP) Required for all Projects

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

MITIGATION MEASURE COMPLIANCE

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

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Office of Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is \$7,000.00. 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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. LAND USE - Would the project:					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with environmental policies of the Sacramento County General Plan, South Sacramento Community Plan, and Sacramento County Zoning Code.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community.
2. POPULATION/HOUSING - Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The project is located in an area designated for urban uses/growth. Development of the site and the associated extension of public infrastructure to serve the site would not result in substantial unplanned population growth. A less than significant impact will result.
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?			X		The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing.
3. AGRICULTURAL RESOURCES - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils. No impact will occur.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production. No impact will occur.
4. AESTHETICS - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?			X		The project does not occur in the vicinity of any scenic highways, corridors, or vistas. A less than significant impact will result.
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. No impact will occur.
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. A less than significant impact will result.
5. AIRPORTS - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones. No impact will occur.
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. No impact will occur.
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. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X		The project does not involve or affect air traffic movement. A less than significant impact will result.
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider (California American Water District) has adequate capacity to serve the water needs of the proposed project. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service. A less than significant impact will result.
h. Result in substantial adverse physical impacts associated with the provision of public school services?			X		The project would result in minor increases to student population; however, the increase would not require the construction/expansion of new unplanned school facilities. Established case law, <i>Goleta Union School District v. The Regents of the University of California</i> (36 Cal-App. 4 th 1121, 1995), indicates that school overcrowding, standing alone, is not a change in the physical conditions, and cannot be treated as an impact on the environment. A less than significant impact will result.
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. A less than significant impact will result.
7. TRANSPORTATION - 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 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/Traffic discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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. A less than significant impact will result.
8. AIR QUALITY - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Refer to the Air Quality discussion in the Environmental Effects section above.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site. See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
9. NOISE - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The 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. A less than significant impact will result.
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will incrementally add to groundwater consumption; however, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are minor. A less than significant impact will result.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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, but is within a local flood hazard area. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		The project site is not within a 100-year floodplain. A less than significant impact will result.
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). A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
11. GEOLOGY AND SOILS - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.
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. A less than significant impact will result.
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. A less than significant impact will result.
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. No impact will occur.
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. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
12. BIOLOGICAL RESOURCES - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?		X			The project site contains possible suitable habitat for Swainson's Hawk, nesting raptors, and burrowing owl. Mitigation (AMMs) is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		. The project site contains 1.52 acres of suitable habitat (Valley Grassland) according to the SSHCP land cover types. Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
e. Adversely affect or result in the removal of native or landmark trees?			X		No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project. A less than significant impact will result.
f. Conflict with any local policies or ordinances protecting biological resources?			X		The project is consistent with local policies/ordinances protecting biological resources. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). The project will need to comply with the applicable avoidance and minimization measures outlined in the SSHCP. Refer to the Biological Resources discussion in the Environmental Effects section above.
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No historical resources would be affected by the proposed project. A less than significant impact will result.
b. Have a substantial adverse effect on an archaeological resource?			X		An archaeological survey was conducted on the project site. Refer to the Cultural Resources discussion in the Environmental Effects section above.
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. A less than significant impact will result.
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was not received. Refer to the Tribal Cultural Resources discussion in the Environmental Effects section above.
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. A less than significant impact will result.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project site is not located within ¼ mile of an existing /proposed school. The project does not involve the use or handling of hazardous material. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce 30 new homes and increase energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The project will fully implement the SMAQMD Tier 1 BMPs. As such, the project will have a less than significant impact on GHG emissions. Refer to the GHG section above.
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. A less than significant impact will result.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Commercial & Offices and Low Density Residential	X		
Community Plan	Shopping Center and Residential Density 5 acres	X		Consistent with Approval of Community Plan Amendment
Land Use Zone	SC and RD-5 (NPA)	X		Consistent with Approval of Rezone

INITIAL STUDY PREPARERS

Interim Environmental Coordinator: Todd Smith
Section Manager: Julie Newton
Project Leader: Meredith Holsworth and Carol Gregory
Initial Review: Meredith Holsworth
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