Todd Smith, Planning Director
Planning and Environmental Review

Troy Givans, Director
Department of Community Development

County of Sacramento

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**: PLER2020-00022

2. **Title and Short Description of Project**: Bradshaw Road at Jackson Road Intersection Improvement Project The project proposes to widen the intersection of Bradshaw Road and Jackson Road (State Highway 16) to include an additional through lane in each direction and to accommodate dual left turns in each direction. The project also includes traffic signal modifications at the intersection. The proposed project will alleviate the current significant queuing at the intersection and also accommodate future projected traffic volumes.

3. **Assessor's Parcel Number:** N/A

4. **Location of Project:** The project site is located at the intersection of Bradshaw Road and Jackson Road (State Highway 16) in the Cordova and Vineyard communities.

5. **Project Applicant:** Sacramento County Department of Transportation (SacDOT)

6. Said project will not have a significant effect on the environment for the following reasons:
    a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
    b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
    c. It will not have impacts, which are individually limited, but cumulatively considerable.
    d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

Joelle Inman

Joelle Inman
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLER2020-00022

NAME: Bradshaw Road at Jackson Road Intersection Improvement Project

LOCATION: The project site is located at the intersection of Bradshaw Road and Jackson Road (State Highway 16) in the Cordova and Vineyard communities.

ASSESSOR'S PARCEL NUMBER: N/A

APPLICANT: Sacramento County Department of Transportation (SacDOT)
4711 Branch Center Road
Sacramento, CA 95827
Attention: Nestor Hernandez/Jenny Singh

PROJECT DESCRIPTION

The project proposes to widen the intersection of Bradshaw Road and Jackson Road (State Highway 16) to include an additional through lane in each direction and to accommodate dual left turns in each direction. The project also includes traffic signal modifications at the intersection. The proposed project will alleviate the current significant queuing at the intersection and also accommodate future projected traffic volumes.

ENVIRONMENTAL SETTING

The project site is located within the unincorporated Cordova community, south of Jackson Road and the unincorporated Vineyard community, north of Jackson Road. See Plate IS-1 illustrating the regional location of the project area within Sacramento County. The project limits extend approximately 1,000 feet north-south and east-west from the intersection, comprising approximately 4,000 linear feet. The Area of Potential Effect (APE) covers approximately 9 acres.

Bradshaw Road runs north-south and is designated on the General Plan Circulation Element as a four-lane thoroughfare roadway. The posted speed limit is 55 miles per hour. Along the project length, the width of Bradshaw Road varies from approximately 60 feet to 100 feet where turn lanes are installed at the intersection. Jackson Road, a State Highway, runs east-west and is designated on the General Plan Circulation Element as a two-lane thoroughfare. Along the project length, the width of the roadway varies

from approximately 20 feet to 70 feet where turn lanes are installed at the intersection. Bradshaw Road has a single left turn lane for both north and south-bound traffic and a single merging right turn lane for south bound traffic. Jackson Road has a single left and right turn for westbound traffic and a dual left turn and single right turn for east-bound traffic.

Development at the intersection consists of gas stations with convenience stores at the southeast and northeast corners, retail (food serving use) at the southwest corner, and a vacant industrial use at the northwest corner. Other uses within the project limits along Bradshaw and Jackson Road consist of industrial (mining operations/contractor yard/wrecking yard), single-family residential home, and vacant parcels. The project area is bisected by Morrison Creek and associated mining uses to the west of the intersection.

The project plans are illustrated in Plate IS-2a and Plate IS-2b. The project length is vegetated along some parcels with typical roadside landscaping, including shrubs and trees. Fencing with slats is also along the frontage of several industrial parcels within the project limits. Drainage culverts along the project length tend to be highly disturbed by litter, gravel, and vehicle access. The topography within the project limits is generally flat with minor undulations.

Plate IS-1: Regional Location

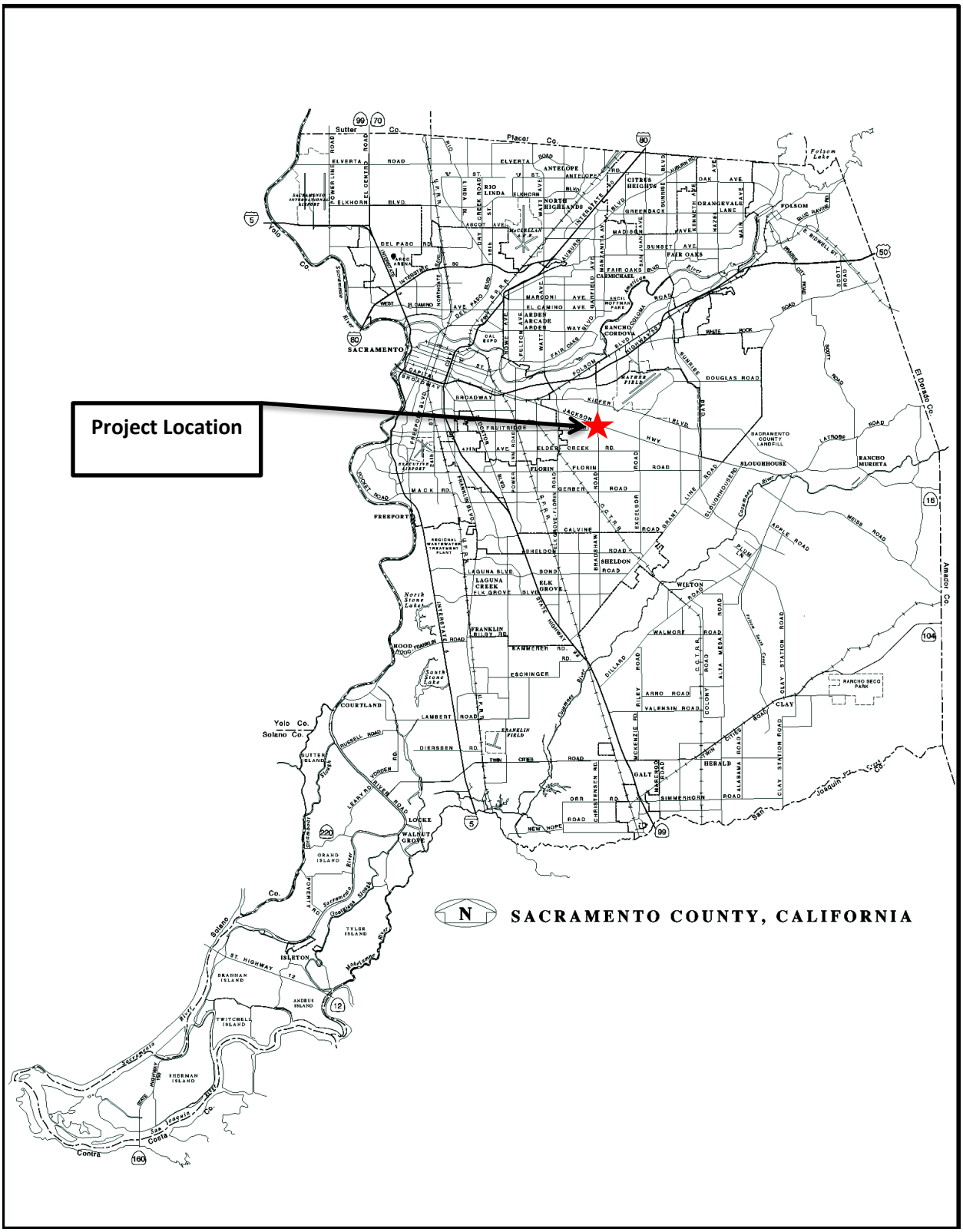


Plate IS-2a: Area of Potential Effect (APE) Map Exhibit – Sheet 1

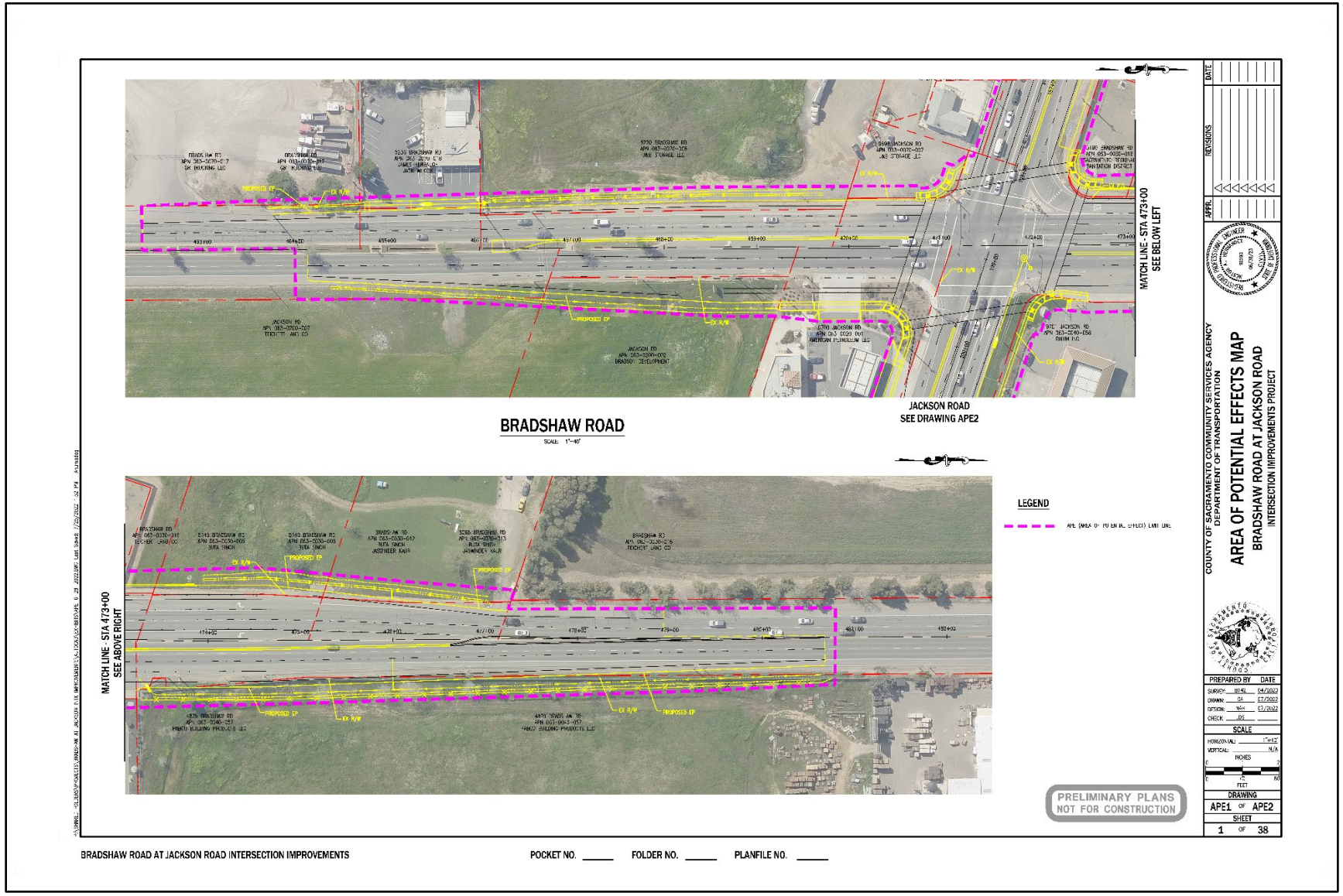
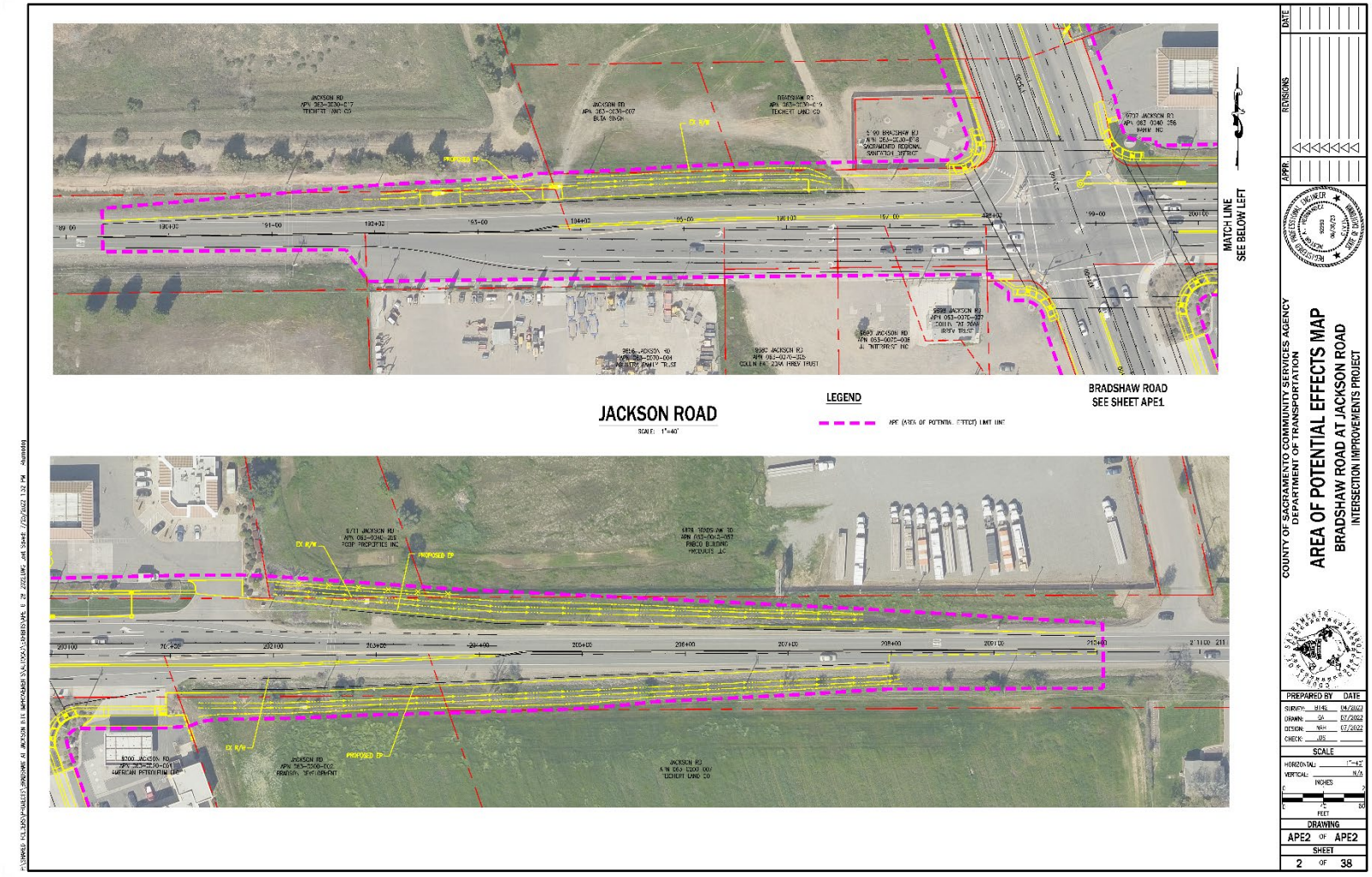


Plate IS-2b: Area of Potential Effect (APE) Map Exhibit – Sheet 2



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.

LAND USE

This section supplements the Initial Study Checklist by analyzing if the project would physically divide an established community; conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; induce substantial population growth; or displace substantial numbers of existing housing or people.

Within the project area, Bradshaw Road and Jackson Road (State Highway 16) are designated as thoroughfares (pre-2030) in the Sacramento County 2030 General Plan Transportation Diagram. The east side of Jackson Road from the intersection with Bradshaw Road is also designated as a thoroughfare (post-2030).

The project area is within the Cordova and Vineyard Community Plan Areas of the unincorporated Sacramento County. General Plan Designations for the project area are Commercial and Offices, Extensive Industrial, and Urban Reserve/Agricultural-Urban Reserve with a majority of the parcels within the Aggregate Resource Area Overlay. Community Plan Designations for the project area are Industrial Reserve, Light Industrial, Heavy Industrial, Limited Commercial, and General Commercial with a majority of the parcels within the Surface Mining (SM) Overlay. Zoning for the project area is IR, M-1, M-2, LC, and GC with a majority of the parcels within the SM overlay. The project does not create a use that is inconsistent with the current land use designations and environmental impacts associated with land use are considered ***less than significant***.

RIGHT OF WAY ACQUISITION

In order to develop the project, right-of-way acquisition will need to be obtained from adjacent property owners. The project will require acquisition for public roadway public utility easements (PRPUE), public utilities public facilities easements (PUPFE), and temporary construction easements (TCE). Table IS-1, below, indicates the properties to be acquired as a result of the project by noting each property by APN, address, total parcel size, and amount to be acquired in acres. Only minor amounts of right-of-way strips will be acquired from individual property owners and no full property takes or business relocations are expected. The majority of the area to be acquired includes driveways, roadside drainage areas, and roadside vegetation/trees for frontage improvements at or near the intersection. Total right-of-way to be acquired for PRPUE

will be from eleven (11) parcels totaling approximately 27,956 square feet. Total right-of-way to be acquired for PUPFE will be from 12 parcels totaling approximately 20,239 square feet. Temporary construction easements will be acquired for 14 parcels totaling approximately 13,819 square feet. An additional County maintained right-of-way of approximately 6,870 square feet is proposed for APN: 063-0200-001-0000, located at 9700 Jackson Road. This is the parcel located at the southeast corner of the intersection.

Table IS-1: Right-of-Way Acquisition List

APN	Address	Total Parcel Size (square feet)	Public Roadway Public Utility Easement (PRPUE) (square feet)	Public Utilities Public Facilities Easement (PUPFE) (square feet)	Temporary Construction Easement (TCE) (square feet)
063-0070-017	Bradshaw Road	394,218	---	765	478
063-0070-018	5236 Bradshaw Road	26,000	---	---	1,562
063-0070-008	5220 Bradshaw Road	323,215	5,434	4,167	2,012
063-0070-007	9698 Jackson Road	7,841	42	1,103	500
063-0030-018	5190 Bradshaw Road	8,807	667	374	295
063-0030-019	Bradshaw Road	20,091	436	---	199
063-0030-005	5140 Bradshaw Road	84,506	2,300	2,408	955
063-0030-012	Bradshaw Road	40,075	1,092	902	446
063-0030-013	5098 Bradshaw Road	53,579	869	463	421
063-0200-007	Jackson Road	636,847	---	343	655
063-0200-002	Jackson Road	142,877	6,858	2,917	1,273
063-0200-001	9700 Jackson Road	28,750	3,720	823	919
063-0040-058	9701 Jackson Road	43,560	17	90	376
063-0040-057	4879 Bradshaw Road	494,406	6,521	5,884	3,728
Totals for 14 APNs	**---**	**2,304,772**	**27,956**	**20,239**	**13,819**

Due to the project location along a State Highway, permanent acquisition and TCE's associated with Caltrans right-of-way are also needed for the project. Table IS-2, below, indicates the properties to be acquired as a result of the project by noting each property by APN, address, total parcel size, and amount to be acquired in acres related to Caltrans' right-of-way. Permanent Caltrans right-of-way acquisition for ten (10) parcels totals approximately 15,069 square feet. Caltrans temporary construction easements will be acquired for eleven (11) parcels totaling approximately 9,323 square feet.

Table IS-2: Caltrans Right-of-Way Acquisition List

APN	Address	Total Parcel Size (square feet)	Permanent Acquisition (square feet)	Temporary Construction Easement (TCE) (square feet)
063-0070-007	9698 Jackson Road	7,841	440	244
063-0030-018	5190 Bradshaw Road	8,807	146	113
063-0030-019	Bradshaw Road	20,091	409	428
063-0200-007	Jackson Road	636,847	---	647
063-0200-002	Jackson Road	142,877	5,909	1,284
063-0200-001	9700 Jackson Road	28,750	2,776	1,344
063-0040-057	4879 Bradshaw Road	494,406	186	585
063-0040-058	9701 Jackson Road	43,560	1,818	1,860
063-0040-059	9711 Jackson Road	22,651	1,649	765
063-0030-007	Jackson Road	19,602	345	892
063-0030-017	Jackson Road	730,937	1,391	1,161
Totals for 11 APNs	---	**2,156,369**	**15,069**	**9,323**

Compensation for right-of-way acquisition is typically carried out during the appraisal and compensation negotiations between the County and individual property owners. Sacramento County purchases rights-of-way by notifying the owners that the County requires them; informing the owners of their right to fair compensation; negotiating with the owner or the owner's representatives; and paying the agreed market value for the required right-of-way.

If agreement cannot be reached, the County may file a condemnation action in court; exercising the government's right of eminent domain as provided by the Constitution. In such a case, the court hears testimonies relative to the value of the lands and/or easements the County wishes to acquire. Based on the evidence presented by the County and the landowner, the court will make a determination on what is fair compensation. Either party may appeal the judge's decision if they are dissatisfied with the compensation awarded.

Typically, acquisition from either a willing seller or by eminent domain would only affect those areas of land actually needed for project construction or facilities, and would thus not affect the remainder of each parcel. In some cases, the property owners may need to obtain waivers from mortgage holders and/or revise title insurance policies to cover a change in property description, as a result of selling a small portion of their land.

In acquiring property, the County (and the courts, if involved) would consider not only the value of the land, but the value of anything on the land. They would also consider whether there would be any effect on the remaining parcel by taking a portion of the property. Such effects are termed severance damages. If a public agency wishes to purchase half of a parcel, for example, that purchase may decrease the value of the remainder. In such cases, public agencies often buy the entire parcel since it can be less costly.

Many of the properties are zoned commercial (GC and LC) within the project limits and appear to already be non-conforming in terms of setback and landscaping zoning requirements. Loss of frontage due to this project may further reduce the landscaping and setbacks required in the Zoning Code. Industrial zoned properties within the project limits appear to meet setback standards, and the loss of frontage will not further impact this. Landscaping standards maybe affected due to loss of frontage for industrial zoned properties, but the landscaping is fairly sparse on some properties and maybe already non-conforming.

Although a number of the properties along the roadway are likely to be affected by the loss of frontage area, appropriate compensation will be offered through the right-of-way acquisition process and will not result in significant physical disruption or division of an established community, or displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. ROW acquisition land use impacts of approximately 63,893 square feet (excluding TCE's) for project construction is considered ***less than significant***.

PUBLIC SERVICES AND PUBLIC UTILITIES

This section supplements the Initial Study Checklist by analyzing if the project would result in substantial adverse physical impacts associated with the provision of services. The CEQA Guidelines also indicate that an impact may be significant if it would exceed the capacity of an existing stormwater or sewage system, or if there would not be sufficient water supply to serve the project.

The project site is located within the service area of unincorporated Sacramento County where some services, such as solid waste collection services are provided to the Cordova and Vineyard communities. The project is not expected to increase the demands on public services, as it is simply a public infrastructure project to improve traffic flow at the intersection. No significant impacts to public services are expected as a result of project approval.

UTILITIES

The existing utilities consist of overhead lines and associated poles that are located along the roadways of the project location. The project will result in the relocation of public utility poles to accommodate the project improvements. The affected utilities are within the existing right-of-way and will be relocated to a different location within the public right-of-way, either by relocation to another pole or undergrounding. Utility service providers for the project area include Sacramento Municipal Utility District (SMUD), Pacific Gas and Electric (PG&E), AT&T, and Cal American Water District. There is also a Kinder Morgan's High-Pressure Refined Petroleum Products Pipeline within the project limits, but the pipeline is under existing pavement and overlapping the widened portions at the end of the project limits on Bradshaw Road. No substantial disruption in utilities is expected due to construction of the project.

As set forth in utility coordinating procedures for cities and counties, adopted on November 19, 1992 by the Joint Utilities Coordination Committee – American Public Works Association (APWA), each utility is obligated to relocate their facilities when necessary to make way for the proper governmental use of the streets. For this reason, procedures have been established to assist cities, counties, and utilities in coordinating public improvement projects. These procedures set guidelines for project engineers responsible for the development of plans and specifications for city and county projects, to coordinate with utility providers during the design and pre-construction phases of the work.

The objectives of coordination are to identify utility locations and to minimize service interruption. These objectives are met by providing affected utility providers with the necessary construction plans showing project limits, centerline, right-of-ways, and other pertinent information. Utilities are then able to plan and initiate possible utility relocation prior to project construction.

Standard practices for locating, working around and relocating public utility lines, including coordination with affected agencies, will ensure that impacts related to public utilities will be ***less than significant***.

TRANSPORTATION/TRAFFIC

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

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- 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;
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,
- Result in inadequate emergency access.

The project site is located within the Jackson Highway Corridor and was analyzed as part of the Joint Transportation Impact Study (Joint TIS) for the four master plan projects proposed along the corridor, including: Newbridge, Mather South Community, West Jackson Highway, and Jackson Township Specific Plan. Prepared by DKS beginning in 2013, the regional average was 18.2 vehicle miles travelled (VMT) per capita**,** which uses the 2012 MTP/SCS as a baseline for modeling the transportation network and land uses within the study area. A 15 percent reduction translates to a significance threshold of 15.5 VMT per capita. (Newbridge FEIR, Control No. 2010-00081, Chapter 16: Traffic and Circulation p. 16-31). The 15 percent reduction was based upon the Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory),* which recommended a threshold of 15 percent below the per capita VMT of existing development, since Sacramento County had not adopted a VMT significance threshold at the time (Newbridge FEIR, Control No. 2010-00081, Chapter 16: Traffic and Circulation, p. 16-31). The existing operating condition at the project intersection is level of service (LOS) E. The cumulative traffic impacts associated with the master plan projects would further reduce the project intersection LOS standard to LOS F during traffic peak hours.

The FEIR cumulative traffic analysis concluded that LOS Impact at the project intersection would be mitigated by the General Plan Lanes since the Sacramento County General Plan Circulation Element provides guidance regarding the development of mitigation measures (Newbridge FEIR, Control No. 2010-00081, Chapter 16: Traffic and Circulation, Table TC-30, p. 16-111; p. 16-223). Thus, by building the intersection to be consistent with the General Plan's ultimate configuration at this intersection, the traffic impacts associated with the proposed Master Plan projects will be reduced and mitigated; however, cumulative impacts at this intersection would still be LOS F. Due to the lingering LOS F conditions it was recommended that this intersection be designated as a High Capacity Intersection.

According to the General Plan, a High Capacity Intersection would utilize special treatments to increase the capacity of the intersection so as to reduce congestion and travel delay (Newbridge FEIR, Control No. 2010-00081, Chapter 16: Traffic and Circulation p. 16-214). A high conflicting northbound and southbound traffic volume suggests that grade separating one or more movements may also be necessary to fully mitigate the LOS impact. At the project intersection, the critical movements are conflicting through volumes on all approaches. Grade separating either Bradshaw Road or Jackson Road through movements is likely the only option that would meet the County LOS E policy at this location (Newbridge FEIR, Control No. 2010-00081, Chapter 16: Traffic and Circulation p. 16-215-216).

The OPR Technical Advisory provides general direction regarding the methods to be employed and significance criteria to be employed to evaluate VMT impacts of development and transportation projects, one of which is screening criteria, which can be used to quickly identify whether sufficient evidence exists to presume a project will have a less than significant VMT impact without conducting a detailed study. OPR utilizes these screening criteria as technical guidance to identify transportation projects that would not likely lead to a substantial or measurable increase in vehicle travel, and

therefore generally should not require an induced travel analysis. The proposed project adheres to the following elements of a screenable project that is not likely to lead to a measurable and substantial vehicle travel:

> "Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, emergency truck pullovers, or emergency breakdown lanes that are not utilized as through lanes AND/OR addition of an auxiliary lane of less than one mile in length designed to improve roadway safety."

Although air quality conformity is not required for this project, Caltrans requested additional justification for not needing a separate VMT analysis due to intersection improvements and general purpose lane(s). Because the lanes commence shortly after the intersection, spanning for less than one mile in total length, the proposed project is not likely to lead to a measurable and substantial increase in VMT on SR 16 or Bradshaw Road. Therefore, this justification generally should not require an induced travel analysis per OPR's Technical Advisory. As an intersection operational improvement, the project is screenable through OPR's guidelines, the project would not have impact on VMT, capacity, or traffic volume. The project is just for spot intersection improvements at Bradshaw Road and SR 16 for the Caltrans facility.

The goal of the proposed project is to alleviate the current significant queuing at the intersection and also accommodate future projected traffic volumes. This will improve public safety on area roadways and overall accessibility and public safety at the intersection.

The proposed project would not conflict with an adopted program, plan, ordinance or policy addressing the circulation system; would not result in impacts to VMT; would not increase safety hazards; and, would not result in inadequate emergency access. Project impacts to transportation and traffic are considered ***less than significant***.

AIR QUALITY

Construction of roadway facilities results in the temporary generation of ROG, NOx, PM_{10} and $PM_{2.5}$ emissions. Construction related emissions result from construction equipment exhaust, and fugitive dust from land clearing, earthmoving and wind erosion of exposed soil.

OZONE PRECURSORS FROM CONSTRUCTION ACTIVITIES

Emissions of ROG, and NOx associated with the construction of the project were estimated by running the *Road Construction Emissions Model* (Sacramento Metropolitan Air Quality Management District, 2009) with project specific information. This model analyzes emissions associated with construction of roadway improvement projects.

As shown in Table IS-3, the maximum emissions of ROG and NOx during project construction are 3.52 and 76.22 pounds per day, respectively. SMAQMD has a significance threshold for the construction phase of projects of 85 pounds per day for NOx

and no threshold level for ROG. The project will not exceed the short term emissions thresholds and therefore, project impacts are considered ***less than significant.***

Table IS-3: Emission Estimates for the Bradshaw Road at Jackson Road Intersection Improvement Project

Emission Estimates for Project Phases	Bradshaw Road at Jackson Road Intersection Improvement Project ROG lbs/day	CO lbs/day	NOx lbs/day	Total PM10 lbs/day	Exhaust PM10 lbs/day	Fugitive Dust PM10 lbs/day	Total PM2.5 lbs/day	Exhaust PM2.5 lbs/day	Fugitive Dust PM2.5 lbs/day	CO2 lbs/day
Grubbing/Land Clearing	0.45	7.25	3.22	8.13	0.13	8.00	1.77	0.10	1.66	1,359.32
Grading/Excavation	3.52	36.71	76.22	10.64	2.64	8.00	3.15	1.49	1.66	34,762.16
Drainage/Utilities/ Sub-Grade	2.31	20.43	18.54	8.60	0.60	8.00	2.19	0.53	1.66	4,340.52
Paving	1.79	21.87	62.04	2.22	2.22	0.00	1.12	1.12	0.00	31,378.27
Maximum (pounds/day)	**3.52**	**36.71**	**76.22**	**10.64**	**2.64**	**8.00**	**3.15**	**1.49**	**1.66**	**34,762.16**
Total (tons/construction project)	0.09	0.88	1.63	0.28	0.06	0.22	0.08	0.03	0.05	719.00

Project Notes:

Project Start Year	2022
Project Length (months)	3
Total Project Area (acres)	9
Maximum Area Disturbed/Day (acres)	1
Total Soil Imported /Exported (yd^3/day)	3,000

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

FUGITIVE DUST FROM CONSTRUCTION ACTIVITIES

Project related construction could result in activities that would generate dust. Grading, leveling, earthmoving and excavation are the activities that generate the most fugitive dust, a particulate emission. Impacts would be localized and variable, and construction impacts could last for a period of several days at any one location. In particular, the potential for dust nuisance would exist during early stages of construction when disturbance of soil is greatest. For particulate matter (PM_{10} and $PM_{2.5}$), dispersion modeling conducted for projects of various sizes has resulted in the conclusion that projects involving more than 15 acres of active grading *at any one time* will result in significant impacts, even with standard dust abatement measures.

Construction related to the project will disturb a maximum of one acre per day and is well below the 15 acre area which is known to have significant impacts when graded at any one time. Additionally, dust abatement practices are required pursuant to SMAQMD Rule 403. Therefore, air quality emissions of the project resulting from particulate matter are ***less than significant***.

OPERATIONAL EMISSIONS FROM THE PROJECT

The project is not capacity enhancing, and the operational emissions (ROG, NOx, PM_{10}, $PM_{2.5}$, and CO) are the same as they would be without the project. Project related operational impacts are ***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.

The project limits are located within the Federal Emergency Management Agency (FEMA) Flood Zone X, as determined by the 1998 FEMA Flood Insurance Rate Map (FIRM). Flood Zone X is defined as an "area determined to be outside the 500 year floodplain", which indicates there is a less than 0.2 percent chance of a flood event occurring on the site for any given year. A small portion of the project limits along Jackson Road is located within the 500-year and 100-year flood designations. This area is also located within the 200-year ULOP designation. Notably, the western end of the project limits is approximately 0.2 mile from an open waterway that connects to Morrison Creek. Additionally, the northern and eastern portion of the project limits have parcels that are located within the local flood hazard zone. Parcels immediately adjacent to the Bradshaw Road at Jackson Road Intersection are not within the local flood hazard zone.

This roadway infrastructure project with the installation of frontage improvements will not significantly impact drainage along the 500-year and 100-year portion of Jackson Road. Two affected properties within these designations will be provided with frontage improvements varying in TCE and PRPUE/PUPFE ROW acquisition from 186 to 6,521 square feet. The project limits along Jackson Road are small in area due to the minimal size of the strips of land needed for the frontage improvements. Additionally, the project will maintain existing drainage patterns and drainage facilities will be installed to connect to existing drainage facilities located along Bradshaw Road and Jackson Road. Impacts related to hydrology and flooding are considered ***less than significant***.

WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by 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. 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. 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 *Stormwater Quality Design Manual for the Sacramento Region, 2018* (Design Manual) identifies 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/

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 accompanying 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 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 and cropland habitat is satisfied through the SSHCP by purchasing credits from the South Sacramento (in-lieu fee) ILF Program. The ILF program was established compliant with the 2008 federal mitigation rule (33 CFR Part 332), and is fully synergized with the SSHCP's fees for the applicable land cover type (e.g., valley grassland/cropland). The ILF program and the SSHCP mitigation fees provide funding for habitat preservation to mitigate (1:1) for direct and/or indirect impacts to SSHCP covered species habitat. The baseline mapping for the SSHCP land cover types is illustrated in Plate IS-3. The majority of the project APE is designated as "Disturbed" or "Low Density Development" SSHCP land cover types. Within the APE, two of the parcels designated as valley grassland will have right-of-way acquisitions of approximately 11,613 square feet (0.27 acre) and 16,904 square feet (0.39 acre), respectively. 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 aquatic and terrestrial habitats. The project will comply with the requirements of the SSHCP, including adherence to the

Avoidance and Minimization Measures (Appendix A), 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***.

WETLANDS AND WATERS OF THE U.S.

Federal and state regulation (Clean Water Act Sections 404 and 401) uses the term "surface water" to refer to all standing or flowing water which is present aboveground either perennially or seasonally. There are many types of surface waters, but the two major groupings are linear waterways with a bed and bank (streams, rivers, etc.) and wetlands. The Clean Water Act (CWA) has defined the term wetland to mean "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions". The term "wetlands" includes a diverse assortment of habitats such as perennial and seasonal freshwater marshes, vernal pools, and wetted swales. The 1987 Army Corps Wetlands Delineation Manual is used to determine whether an area meets the technical criteria for a wetland and is therefore subject to local, State or Federal regulation of that habitat type. A delineation verification by the Army Corps will verify the size and condition of the wetlands and other waters in question, and will help determine the extent of government jurisdiction.

Wetlands are regulated by both the Federal and State government, pursuant to the CWA Section 404 (federal) and Section 401 (state). The United States Army Corps of Engineers (Army Corps) is generally the lead agency for the federal permit process, and the Regional Water Quality Control Board (Regional Water Board) is generally the lead agency for the state permit process. The CWA protects all "navigable waters", which are defined as traditional navigable waters that are or were used for commerce, or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries.

In addition to the CWA, the state also has jurisdiction over impacts to surface waters through the Porter-Cologne Water Quality Control Act, which does not require that waters be "navigable". For this reason, Federal non-jurisdictional waters – isolated wetlands – can be regulated by the State of California pursuant to Porter-Cologne. The CWA establishes a "no net" loss" policy regarding wetlands for the state and federal governments, and General Plan Policy CO-58 establishes a "no net loss" policy for Sacramento County. Mitigation requirements consistent with the SSHCP are in compliance with these policies.

The SSHCP implements a CWA Section 404 permit strategy (SPK-1995-00386) for SSHCP covered activity projects which would discharge fill material into wetlands and other waters of the United States. The multi-tiered CWA 404 permit strategy draws upon the content of the SSHCP, the Aquatic Resources Program (ARP), and aquatic resource protection ordinances. The ARP is a local jurisdiction based aquatic resources permit program that adds to the strength of the SSHCP framework of protection of natural communities and native plant and wildlife species, including protection of aquatic

resources. A primary goal of ARP implementation is to achieve an overall no net loss of aquatic resources functions and services. While the ARP focuses on a permit program to address impacts to aquatic resources and the SSHCP focuses on permitting related to incidental take of species, both permitting processes are done in conjunction with one another and consist of:

- A programmatic general permit (PGP), founded on a local aquatic resources protection program and designed to reduce duplication with that program, for covered activities with minimal individual and cumulative effects on aquatic resources. The PGP is implemented by the three land-use authority Permit Applicants (i.e., Sacramento County, Galt, and Rancho Cordova).
- A regional general permit (RGP), for covered activities with minimal individual and cumulative effects on aquatic resources that do not qualify for the PGP.
- A procedure for issuing Letters of Permission (LOP procedure) for covered activities with more than minimal effects, but less-than-significant effects, on the human environment, including aquatic resources.
- An abbreviated process for issuing standard permits (abbreviated SP) for other covered activity impacts that do not qualify for the PGP or the LOP procedure. The abbreviated SP process is used for the small number of SSHCP covered activities requiring authorization under CWA 404 that may significantly affect the human environment under NEPA, requiring the preparation of an EIS.

The CWA 404 permit strategy relies, at all levels of permitting, on the SSHCP to address avoidance, minimization and requirements for compensatory mitigation for impacts to aquatic resources. Key to satisfying compensatory mitigation requirements, payment of SSHCP-required fees dually fulfills a Army Corps-approved South Sacramento In Lieu Fee Program established by the SSHCP Permittees, which relies on the compensatory mitigation ratio requirements for aquatic resources contained in the SSHCP (vs. project-by-project compensatory mitigation evaluation).

A draft wetland delineation (Appendix B) was prepared for the proposed project by AECOM dated June 2021. Besides background research, a field survey was conducted within the project limits on May 25, 2021 to evaluate any aquatic resources in the area, including potentially jurisdictional wetlands and waters of the U.S. According to the study, no wetlands or potentially jurisdictional waters of the U.S. were identified within the project limits. A total of 0.20 acres, characterized by AECOM as ten (10) “non-jurisdictional aquatic roadside ditches”, were identified within the project limits. One of these ditches (Ditch 7) is connected to Morrison Creek, which is located approximately 0.25 mile south of the project site. A formal determination of jurisdiction will be made upon receipt of an Aquatic Resources Determination from the Army Corps. Absent of an Approved Jurisdictional Determination, all waters are assumed to be potentially jurisdictional and subject to state and federal CWA permitting. As a covered activity under the SSHCP, CWA compliance would be secured through compliance with the SSHCP and associated permits. Project impacts to wetlands and waters of the U.S. are ***less than significant***.

SPECIAL STATUS SPECIES

PER staff queried the CNDDB and found that six (6) special-status plant species and 25 special-status animal species were identified as occurring within a five-mile radius of the project site; these are listed below along with their potential to be found on the project site.

PLANTS:

- Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*); no potential for occurrence due to the lack of suitable habitat.

- Boggs Lake hedge-hyssop (*Gratiola heterosepala*); no potential for occurrence due to the lack of suitable habitat.

- Legenere (*Legenere limosa*); no potential for occurrence due to the lack of suitable habitat.

- Sacramento Orcutt grass (*Orcuttia viscida*); no potential for occurrence due to the lack of suitable habitat.

- Sanford's arrowhead (*Sagittaria sanfordi*); no potential for occurrence due to the lack of suitable habitat.

- Slender Orcutt grass (*Orcuttia tenuis*); no potential for occurrence due to the lack of suitable habitat.

ANIMALS:

- Vernal pool fairy shrimp (*Branchinecta lynchi*); no potential for occurrence due to the lack of suitable habitat.

- Vernal pool tadpole shrimp (*Lepidurus packardi*); no potential for occurrence due to the lack of suitable habitat.

- Mid-valley fairy shrimp (*Branchinecta mesovallensis*); no potential for occurrence due to the lack of suitable habitat.

- Richsecker's water scavenger beetle (*Hydrochara rickseckeri*); no potential for occurrence due to the lack of suitable habitat.

- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*); no potential for occurrence due to the lack of any occurrences of its host plant, the elderberry shrub.

- California linderiella (*Linderiella occidentalis*); no potential for occurrence due to lack of suitable habitat.

- Northern hardpan vernal pool; no potential for occurrence due to lack of suitable habitat.

- Steelhead – Central Valley DPS (*Oncorhynchus mykiss irideus pop. 11*); no potential for occurrence due to lack of suitable habitat.

- American badger (*Taxidea taxus*); no potential for occurrence due to the lack of suitable habitat.

- Great egret (*Ardea alba*); no potential for occurrence due to the lack of suitable habitat.

- Great blue heron (*Ardea Herodias*); no potential for occurrence due to the lack of suitable habitat.

- Hairy water flea (*Dumontia oregonensis*); no potential for occurrence due to the lack of suitable habitat.

- White-tailed kite (*Elanus leucurus*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Cooper's hawk (*Accipiter cooperii*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Tricolored blackbird (*Agelaius tricolor*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Golden Eagle (*Aquila chrysaetos*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Purple martin (*Progne subis*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Song sparrow - "Modesto" population (*Melospiza melodia pop. 1*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Swainson's Hawk (*Buteo swainsoni*); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat; lack of foraging habitat within the project APE.

- Ferruginous hawk (*Buteo regalis*); winter visitor that does not regularly nest in California; site may provide nesting habit.

- Western yellow-billed cuckoo (Coccyzus americanus occidentalis); there are a number of native and non-native trees within the project APE that could provide suitable nesting and roosting habitat.

- Burrowing owl (*Athene cunicularia*); not observed in the project area and no burrows were observed, but valley grassland provides suitable habitat.

- Western pond turtle (Emys marmorata); no potential for occurrence due to lack of suitable habitat.

- Western ridged mussel (*Gonidea angulata*); no potential for occurrence due to lack of suitable habitat.

- Western spadefoot (*Spea hammondii*); no potential for occurrence due to lack of suitable habitat.

BURROWING OWL

There is no evidence that project APE has been used by western burrowing owl; however, the presence of valley grassland along the Bradshaw and Jackson roadways does provide potentially suitable habitat for this species. By implementing the AMMs for western burrowing owl as well as payment of fees to support the overall SSHCP Conservation Strategy, the impacts to western burrowing owl would be ***less than significant***.

SWAINSON'S HAWK

Due to the project's tree removal and occurrence of Swainson's hawk nest sites within 5 miles of the project limits, there is a potential within the project APE for nesting by Swainson's hawk. Since this is a roadway improvement project with narrow strips of land proposed for right-of-way acquisition, the occurrence of foraging habitat for Swainson's hawk is minimal within the project APE. By implementing the AMMs for Swainson's hawk as well as payment of mitigation fees for valley grassland to support the overall SSHCP Conservation Strategy, the impacts to Swainson's hawk would be ***less than significant***.

MIGRATORY BIRDS

The Migratory Bird Treaty Act of 1918, which states "unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill" a migratory bird. Section 3(19) of the Federal Endangered Species Act defines the term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered "take." To avoid take of nesting migratory birds, mitigation has been included to require that activities either occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded. While the roadways associated with the project are developed with industrial, commercial, and agricultural-residential uses at and near the intersection, it is noted that the removal of trees has the potential to result in a "take" and that it is the

responsibility of the Sacramento County Department of Transportation (SacDOT) to comply with the provisions of MBTA. In order to avoid "take", SacDOT may choose to limit tree removal to a time period outside of the nesting season, or trees will need to be surveyed for birds prior to removal. If the trees are removed during the nesting season (generally March through mid-September), all mature trees within 500 feet of project construction activities shall be surveyed for nesting raptors. If nesting raptors are observed, the project applicant shall consult with the California Department of Fish and Wildlife (CDFW) and determine the appropriate measures that must be implemented. If no nesting raptors are observed, no further mitigation will be required. With implementation of recommended mitigation, impacts to nesting and migratory raptors are ***less than significant***.

Plate IS-3: SSHCP Land Covers for Project Area

TREES

BACKGROUND

Sacramento County has identified the value of its native and landmark trees and has adopted measures in its General Plan to provide for their preservation. The Tree Ordinance (Chapter 19.04 of the County Code) Section 19.04.030 (6) provides the following definition: "Landmark tree" means an especially prominent or stately tree on any land in Sacramento County, including privately owned land." Heritage trees are native oak trees that are at or over 19" diameter at breast height (dbh). All native oak trees are protected under the Conservation Element of the County of Sacramento General Plan. When development requires removal of native oaks, replacement mitigation is required pursuant to County policy. The Conservation Element also requires the preservation of landmark trees, as well as non-oak natives, such as California black walnuts and California sycamores, wherever possible and the replacement of urban tree canopy for non-native trees when applicable. It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a diameter at breast height (dbh) of at least 6 inches or, if it has multiple trunks of less than 6 inches each, a combined dbh of 10 inches.

PROJECT SPECIFIC ISSUES

Eighteen non-native and fourteen native oak trees will be removed as a result of the proposed project. Non-native shrubs will also be removed to accommodate project construction. The non-native trees include two Pistache, two Crape Myrtle, five Almond, four hackberry trees, one evergreen, and five other deciduous trees. The native oaks include fourteen Valley Oaks, six of which are multi-trunked and one of which is a tree stump. The trees measure between a diameter at breast height (dbh) of between 2" to 23.8", and are located along Jackson Road or within a traffic median on the southern end of Bradshaw Road before the intersection. See Table IS-4 for a Preliminary Tree Inventory List and Map of trees that will be removed due to the proposed project. Plate IS-4a and Plate IS-4b are tree removal exhibits for each of the individual project locations.

Tree Nos. 20 and 22, located within the traffic median, are the smallest native trees proposed for removal at 2-inches dbh, which will not require mitigation (trees under 6 inches dbh are considered saplings and do not require mitigation). Tree No. 6 (multi-trunk), Tree No. 10, and Tree No. 15D, are the largest native trees proposed for removal at 23.8-inches dbh, 21-inches dbh, and 20 inches dbh, respectively, and are considered heritage trees. Tree No. 8, a 14-inch dbh tree, Tree No. 13, a 17.3-inch dbh multi trunk tree, Tree No. 14, a 9.3-inch dbh multi-trunk tree, Tree No. 14A, a 10.4-inch dbh multi-trunk tree, Tree No. 15, a 10-inch dbh tree, Tree No. 15B, a 8.5-inch dbh multi-trunk tree, and Tree No. 15C, a 8-inch dbh tree are also proposed for removal. All of above native trees proposed for removal that require mitigation are located along the Jackson Road right-of-way acquisition area east of the intersection. All of the trees appear to be in fair condition. Mitigation is required to compensate for the removal of 142.3-inches dbh of native oak trees. Standard mitigation for native tree removal and construction protection is included to ensure impacts related to native oak trees from the proposed project are mitigated on a 1:1 ratio and therefore are considered ***less than significant***.

To compensate for the loss of the non-native trees, tree plantings consistent with General Plan Policy CO-145 are required. This will be accomplished by planting enough trees from the County's approved landscape tree list so that planted trees yield an equivalent amount of canopy utilizing the 15 year shade values. Due to the right-of-way acquisition associated with the project, SacDOT will compensate (replant) for trees removed if they are located within the property owner's right-of-way. A majority of the non-native trees proposed for removal appear to be within a property owner's right-of-way. Mitigation will be required for the canopy replacement of approximately 2,760 square feet of non-native tree canopy removed. Impacts to non-native trees are considered ***less than significant***.

Table IS-4: Inventory List of Native and Non-Native Trees Proposed for Removal

No./Tree Species/Location	dbh/Dripline (radius)	Canopy Area (square feet)	Project Impact	Mitigation
#1/Pistache 9700 Jackson Road	6-inch diameter	113	Proposed for Removal	113 sq. ft. of canopy replacement
#2/Pistache 9700 Jackson Road	7-inch diameter	154	Proposed for Removal	154 sq. ft. of canopy replacement
#3/Pistache 9700 Jackson Road	6-inch diameter	N/A	Protect in Place	None Required
#4/Crepe Myrtle 9700 Jackson Road	4-inch diameter	50	Proposed for Removal	50 sq. ft. of canopy replacement
#5/Crepe Myrtle 9700 Jackson Road	4" diameter	50	Proposed for Removal	50 sq. ft. of canopy replacement
#6/Valley Oak (Multi-Trunk) Jackson Road	***23.8" dbh***	***---***	***Proposed for Removal***	***23.8" dbh***
#7/Valley Oak (Multi-Trunk) Jackson Road	***2.8" dbh***	***---***	***Proposed for Removal***	***None Required***
#8/Valley Oak Jackson Road	***14" dbh***	***---***	***Proposed for Removal***	***14"dbh***

No./Tree Species/Location	dbh/Dripline (radius)	Canopy Area (square feet)	Project Impact	Mitigation
#9/Almond (Multi-Trunk) Jackson Road	Multi-Trunk with 3 stems 14" dbh	211	Proposed for Removal	211 sq. ft. of canopy replacement
#10/Valley Oak Jackson Road	***21" dbh***	***---***	***Proposed for Removal***	***21" dbh***
#11/Almond (Multi-Trunk) Jackson Road	Multi-Trunk with 3 stems 15" dbh	243	Proposed for Removal	243 sq. ft. of canopy replacement
#12/Almond (Multi-Trunk) Jackson Road	Multi-Trunk with 2 stems 11" dbh	191	Proposed for Removal	191 sq. ft. of canopy replacement
#13/Valley Oak (Multi-Trunk) Jackson Road	***17.3" dbh***	---	***Proposed for Removal***	***17.3" dbh***
#14/Valley Oak (Multi-Trunk) Jackson Road	***9.3" dbh***	320	***Proposed for Removal***	***9.3" dbh***
#14A/Valley Oak (Multi-Trunk) Jackson Road	***10.4" dbh***	***---***	***Proposed for Removal***	***10.4" dbh***
#14B/Almond (Multi-Trunk) Jackson Road	Multi-Trunk with 6 stems 25" dbh	---	Proposed for Removal	None Required
#15/Valley Oak (Multi-Trunk) Jackson Road	***10" dbh***	***---***	***Proposed for Removal***	***10" dbh***
#15A/Almond (Multi-Trunk) Jackson Road	Multi-Trunk with 5 stems 24" dbh		Proposed for Removal	None required.
#15B/Valley Oak	***8.5" dbh***	---	***Proposed for Removal***	***8.5" dbh***

No./Tree Species/Location	dbh/Dripline (radius)	Canopy Area (square feet)	Project Impact	Mitigation
(Multi-Trunk) ***Jackson Road***				
#15C/Valley Oak	***8"dbh***	---	***Proposed for Removal***	***8" dbh***
#15D/Valley Oak ***Jackson Road***	***20" dbh***	---	***Proposed for Removal***	***20" dbh***
#16/Hackberry 9707 Jackson Road	8" diameter	---	Proposed for Removal	None required
#17/Hackberry 9707 Jackson Road	8" diameter	---	Proposed for Removal	None required
#18/Hackberry 9707 Jackson Road	8" diameter	---	Proposed for Removal	None required
#19/Hackberry 9707 Jackson Road	8" diameter	---	Proposed for Removal	None required
#20/Valley Oak ***Within Bradshaw Road Median***	***2" dbh***	***45***	***Proposed for Removal***	***None Required***
#21/Valley Oak ***Within Bradshaw Road Median***	***6" dbh stump***	***N/A***	***Proposed for Removal***	***None Required***
#22/Valley Oak ***Within Bradshaw Road Median***	***2" dbh***	***45***	***Proposed for Removal***	***None Required***
#23/Evergreen 4879 Bradshaw Road	12" diameter	452	Proposed for Removal	452 sq. ft. of canopy replacement
#24/Deciduous 4879 Bradshaw Road	12" diameter	452	Proposed for Removal	452 sq. ft. of canopy replacement

No./Tree Species/Location	dbh/Dripline (radius)	Canopy Area (square feet)	Project Impact	Mitigation
#25/Deciduous 4879 Bradshaw Road	12”-diameter	452	Proposed for Removal	452 sq. ft. of canopy replacement
#26/Deciduous 4879 Bradshaw Road	5” diameter	78	Proposed for Removal	78 sq. ft. of canopy replacement
#27Deciduous 4879 Bradshaw Road	10” diameter	314	Proposed for Removal	314 sq. ft. of canopy replacement
#28/Deciduous 4879 Bradshaw Road	12” diameter	452	Protect in Place	None Required

Bold/Italics Indicates Native Tree.

Plate IS-4a: Tree Removal Plan

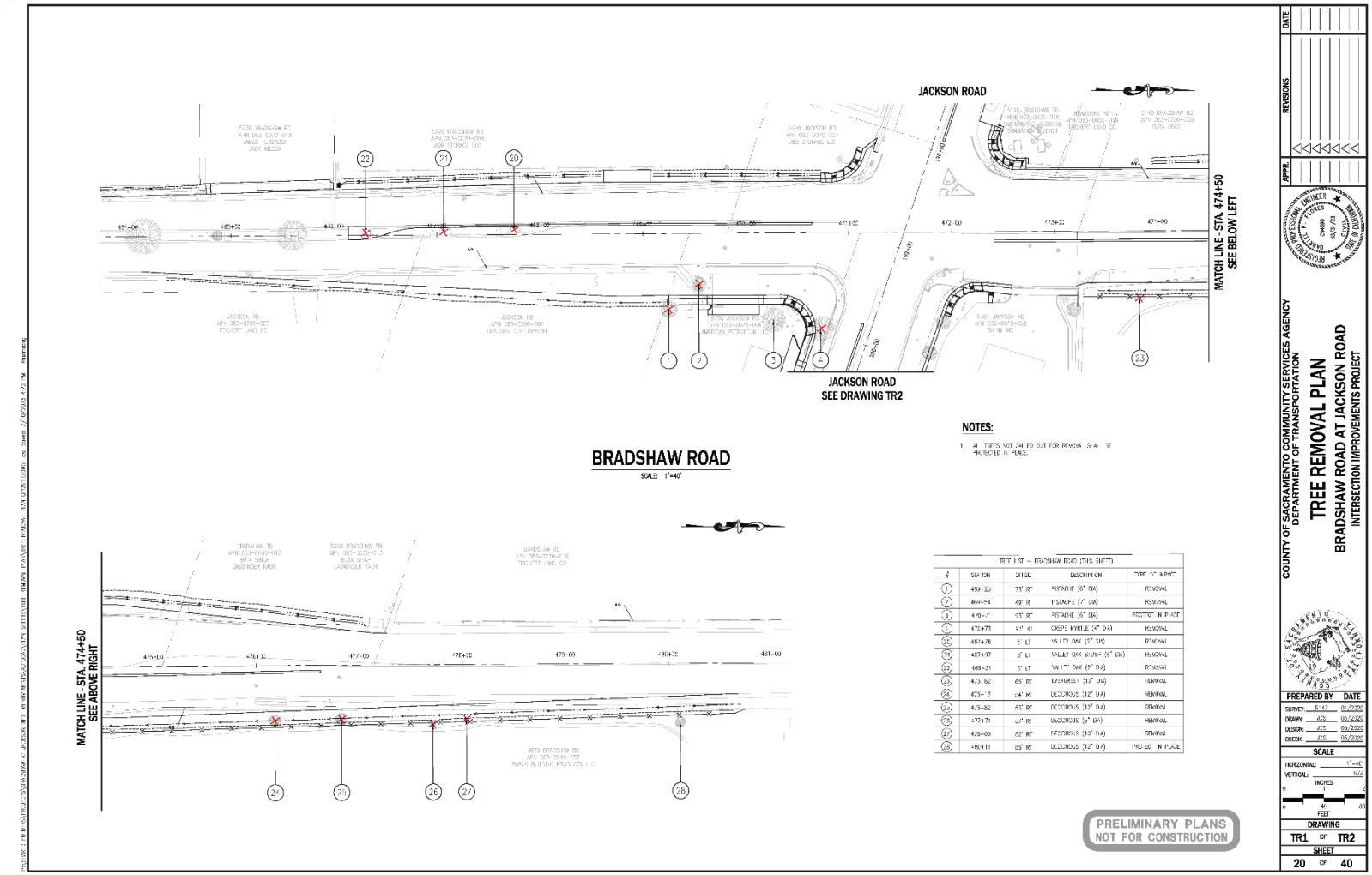
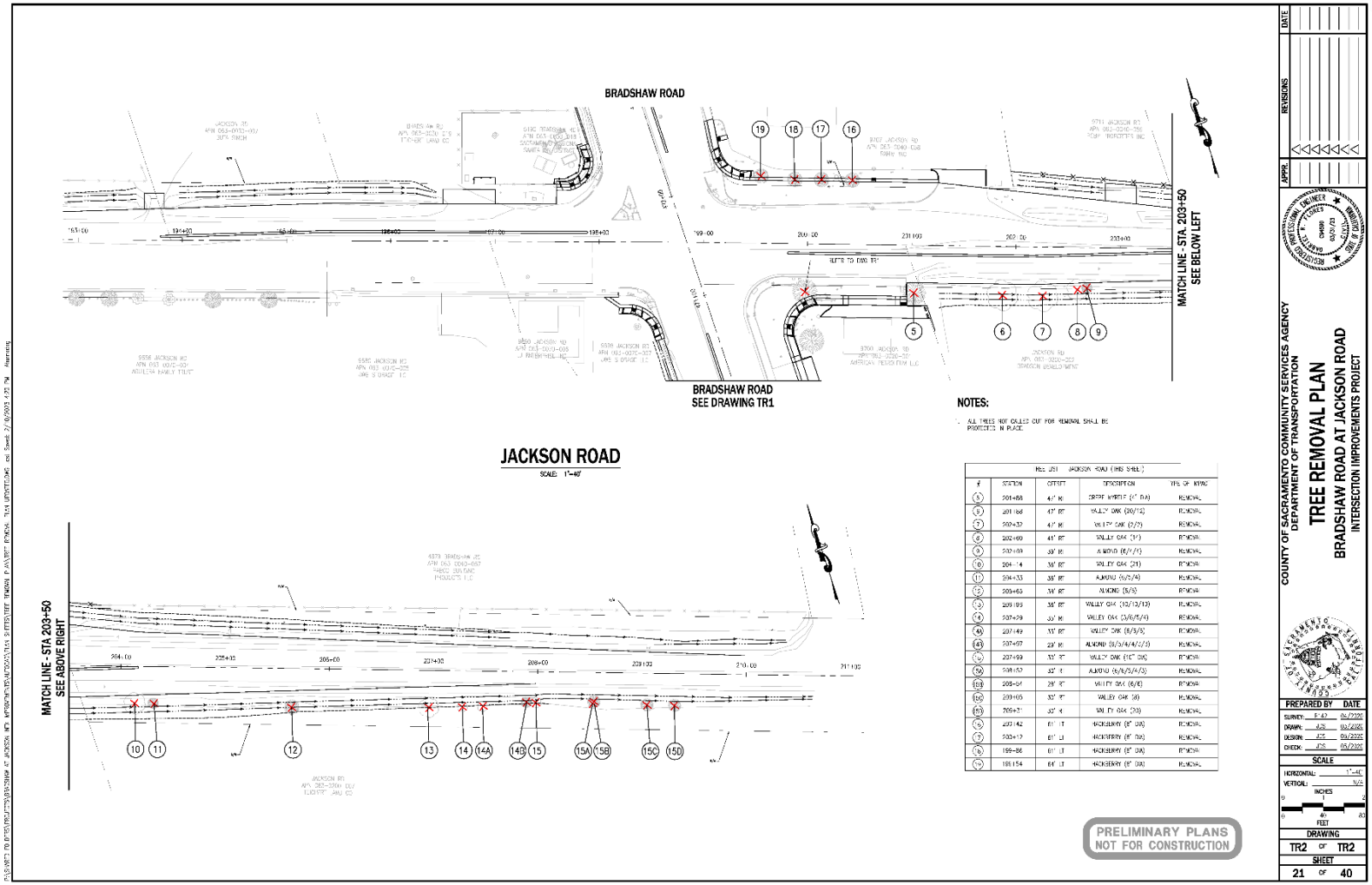


Plate IS-4b: Tree Removal Plan



#	STATION	OFFSET	DESCRIPTION	TYPE OF WORK
1	201+88	47' RT	CRAPE MYRTLE (4" DIA)	REMOVAL
2	201+88	47' RT	VALLEY OAK (20/12)	REMOVAL
3	202+32	41' RT	VALLEY OAK (2/2)	REMOVAL
4	202+69	41' RT	VALLEY OAK (3")	REMOVAL
5	203+09	39' RT	ALMOND (6/4/4)	REMOVAL
6	204+14	38' RT	VALLEY OAK (21)	REMOVAL
7	204+33	35' RT	ALMOND (6/5/4)	REMOVAL
8	205+63	34' RT	ALMOND (5/5)	REMOVAL
9	206+09	36' RT	VALLEY OAK (12/13/13)	REMOVAL
10	207+29	33' RT	VALLEY OAK (3/6/5/4)	REMOVAL
11	207+49	33' RT	VALLEY OAK (8/3/5)	REMOVAL
12	207+67	23' RT	ALMOND (8/3/4/4/2/2)	REMOVAL
13	207+99	33' RT	VALLEY OAK (15" DIA)	REMOVAL
14	208+52	32' RT	ALMOND (6/6/5/4/3)	REMOVAL
14A	208+64	29' RT	WALNUT OAK (6/6)	REMOVAL
14B	209+05	32' RT	VALLEY OAK (8)	REMOVAL
15	209+37	32' RT	WALNUT OAK (20)	REMOVAL
15A	209+42	61' LT	BLACKBERRY (8" DIA)	REMOVAL
15B	209+49	61' LT	BLACKBERRY (8" DIA)	REMOVAL
15C	199+86	61' LT	BLACKBERRY (8" DIA)	REMOVAL
15D	199+54	64' LT	BLACKBERRY (8" DIA)	REMOVAL

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, and disturb any human remains, including those interred outside of formal cemeteries.

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

In addition to historically significant resources, an archeological site may meet the definition of a "unique archeological resource" as defined in PRC Section 21083.2(g). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, mitigation measures shall be required (PRC Section 21083.2 (c)). CEQA Guidelines Section 15064.5 (e) outlines the steps the lead agency shall take in the event of an accidental discovery of human remains in any location other than a dedicated cemetery.

CULTURAL SETTING

A Cultural Resource Inventory Report was prepared for the project by PAR Environmental Services, Inc. dated December 2020. The following information and analysis is based on this report.

A search of records and historical information on file at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) was conducted in August 2020 for the project area and a one-quarter-mile buffer. The records search found no previously recorded historic or prehistoric resources within the project area and two historic resources were previously recorded within a one-quarter mile buffer. The historic resources within a one-quarter mile buffer of the project area include:

- Built Environment Resource Name: PA-06-131 and Pioneer House; Pioneer Tavern/Nine Mile House

- Archaeological Trinomial Number: P-34-001669 and P-34-005302

The Cultural Resources Report states that the project area encompasses an area known historically as Walsh Station. Walsh Station was established around 1873 on the Folsom Highway, also known as Jackson Road and the Road to Dry Town, in the Enterprise

Precinct (also known as Brighton Township) of Sacramento County. The Enterprise Grange Hall was constructed there about 1873 to serve the numerous farmers in an area described as a very rich agricultural district. The intersection at Walsh Station became a stop along the road, later bypassed by the construction of Folsom Boulevard to the north and later, by U.S. Highway 50 in the 1960s. While the road was still well travelled into the 1930s and 1940s, Walsh Station included a general merchandising store, a Standard service station, and a number of homes. With the gradual decline in dry farming, the land surrounding the intersection became increasingly sparse. By 1967, the area around Walsh Station remained a mix of residential and commercial buildings, with many of the original structures from Walsh Station removed and replaced with newer buildings. The area currently remains sparsely populated, with agriculture and farmsteads replaced with a sprawling industrial landscape, punctuated by small commercial enterprises and residences.

On November 6, 2020, PAR Environmental Services, Inc. conducted an archaeological field survey of the project site. The archaeologists walked parallel transects 5 meters apart where vegetation and exposed mineral surface existed. According to the Cultural Resources Report, one historical isolate (BJR-i01) and no prehistoric archaeological resources or built environment resources were located during the survey. A previously recorded resource (Walsh's Station Area Site) discovered during archival research, was also updated. BJR-i01 consists of the remains of a former residential asphalt driveway entrance, including fragments of concrete and road ties. This isolate is located along the west side of Bradshaw Road; north of the intersection and appears to correspond with a possible residential structure illustrated on a historical aerial around 1928. A review of satellite imagery indicates the structure was destroyed around 2016. BJR-i01 was recorded in its entirety in the field and is not considered a historical resource under CEQA.

Walsh's Station Area site was recorded within the project area by Caltrans District 3 archaeologists in 2016 and updated by PAR Environmental Services, Inc. as part of the proposed project. PAR archaeologists noted that the site appears primarily as described, with the exception that previously located historic-era artifacts were not relocated and an additional feature was recorded. In addition, the three previously recorded concrete foundations, a nearby culvert was added to the site boundary. The culvert is located approximately 17 feet south of the concrete foundations and appears to be constructed with similar concrete materials as the three foundations. The culvert measures 6 inches wide, 28 inches long, and 38 inches high with a 12-inch diameter pipe. An update was prepared for Walsh's Station Area site and amended to the cultural report. The Walsh Station Area site is not considered a historical resource under CEQA.

PROJECT IMPACTS

Ground disturbance will be approximately six inches for grubbing and/or grading zones within the project limits. The project will also have ground disturbance depths of 12 to 14 feet for concrete footing foundations at the ultimate traffic signal locations for the installation of updated traffic signals. The archaeological field survey identified and recorded one isolated resource, consisting of the partial remains of an asphalt driveway. In addition, a previously recorded resource, recorded by Caltrans District 3 and not on file at the NCIC, was also updated within the limits. Both resources are not considered

historical under CEQA. The cultural report recommended mitigation for inadvertent discovery of archaeological resources, in the event that any resources are encountered during project construction.

The project is unlikely to impact human remains buried outside of formal cemeteries; however, if human remains are encountered during construction, mitigation is included specifying how to comply with CEQA Guidelines Section 15064.5 (e), Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code. Therefore, with mitigation, project impacts to cultural resources will be ***less than significant***.

TRIBAL CULTURAL RESOURCES

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

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

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

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

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

TRIBAL CULTURAL RESOURCE SETTING

PAR Environmental Services, Inc. submitted a Sacred Lands File Search (SLFS) request to the Native American Heritage Commission (NAHC) on September 22, 2020. On October 7, 2020, the NAHC responded that there was a positive SLFS for the project site. The NAHC identified the Ione Band of Miwok Indians and the United Auburn Indian Community of the Auburn Rancheria (UAIC) as the contact for further information. The Sacramento County Planning and Environmental Review (PER) sent follow-up e-mails to representatives of the Ione Band of Miwok Indians and UAIC on November 30, 2020 regarding the SLFS positive results. The Ione Band of Miwok Indians responded by e-mail on December 1, 2020 and indicated that they will contact NAHC for what information

is on file. A follow-up e-mail by PER Staff was sent on December 21, 2020 and no additional responses have been received to date.

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 June 23, 2020. A United Auburn Indian Community of the Auburn Rancheria (UAIC) representative responded via e-mail on July 23, 2020 stating that UAIC has no records of Tribal Cultural Resources in the project area. The representative requested the standard inadvertent discoveries mitigation measure for the project if the Cultural Resources Study did not identify archaeological resources present. This mitigation measure has been included in the event any tribal cultural resources are encountered during project construction.

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. The tribes and lead agency mutually agreed that tribal cultural resources mitigation measure was appropriate and feasible for the project. With this mitigation in place, project impacts to tribal cultural resources will be ***less than significant***.

HAZARDS AND HAZARDOUS MATERIALS

This section supplements the Initial Study Checklist by analyzing if the project would create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials or if it will create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additionally, the guidelines indicate that impacts may be significant if the project will emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, or be located on a site which is included on a list of hazardous materials sites and, as a result, creates a significant hazard to the public or environment.

Sacramento County is responsible for enforcing the state regulations, both in the City of Sacramento and the County, governing hazardous waste generators, hazardous waste storage, and underground storage tanks (including inspections, enforcement and removals). The Sacramento County Environmental Management Department (EMD) regulates the use, storage and disposal of hazardous materials in Sacramento County by issuing permits, monitoring regulatory compliance, investigating complaints, and other enforcement activities. The EMD oversees remediation of certain contaminated sites resulting from leaking underground storage tanks.

The GeoTracker program, which is a resource for identifying environmental data (including the location of leaking storage tanks, cleanup sites, disposal sites, monitoring wells, sites with hazardous waste permits and the status of such sites) for regulated facilities, is maintained by the State Water Resources Control Board. Historically, fueling/gas station uses have been located at the Bradshaw and Jackson Road intersection. Within the project limits, two closed Leaking Underground Storage Tanks

(LUST) cases associated with the gas station uses at the intersection were noted in GeoTracker. The cases were located at 9700 and 9701 Jackson Road and were closed on August 19, 2011 and July 10, 1997, respectively. The program indicated no additional hazardous waste or clean-up sites were identified within the project limits.

LEAD IN ROADSIDE SOILS

The project involves the ROW acquisition of numerous properties within the project area. The Land Use section of this document details which parcels will be subject to acquisitions as well as the extent of said acquisitions. Generally speaking, ROW will be acquired from thin linear strips of land along both sides of the project roadways to a width from approximately 1 to 50 feet.

Historically, lead was a common fuel additive, and as such, there is a possibility that the roadside soils may be contaminated with lead. This is called aerially deposited lead (ADL). ADL is normally found along exposed soils adjacent to roadways. Since construction of the project will disturb soil along roadways which may contain lead deposited by passing automobiles, requirements outlined in Title 8, Section 1532.1, will apply to the project pursuant to the California Code of Regulations.

A Phase I Initial Site Assessment (ISA) was prepared by EMD Staff (Von Aspern) for the project. Seven soil samples taken within the project area were analyzed for lead testing. Five out of the seven soil samples were taken from the frontage along Bradshaw Road, four of which were near the Jackson Road intersection. The remaining two soil samples were taken from the frontage along Jackson Road, at the eastern and western end of the project limits. These additional soil samples were taken since some of the right-of-way acquisition areas were wide and long in length. The soil test results indicated that all levels within the samples were well below state standards for human health screening lead levels. Thus, no mitigation is required for ADL contamination. Project impacts associated with hazards and hazardous materials are considered ***less than significant***.

ENVIRONMENTAL MITIGATION MEASURES

MITIGATION MEASURE A: COMPLIANCE WITH THE SSHCP

The project applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (Appendix A), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction, including potential impacts associated with Swainson's Hawk, nesting raptors, and burrowing owls.

MITIGATION MEASURE B: NATIVE OAK TREE REPLACEMENT

The removal of 142.3 inches dbh of native oak trees (Tree No. 6 – 23.8" dbh multi-trunk Valley Oak, Tree No. 8 – 14" dbh Valley Oak, Tree No. 10 – 21" dbh Valley Oak, Tree No. 13 – 17.3" dbh multi-trunk Valley Oak, Tree No. 14 – 9.3" dbh multi-trunk Valley Oak, Tree No. 14A – 10.4" dbh multi-trunk Valley Oak, Tree No. 15 – 10" dbh multi-trunk Valley Oak,

Tree No. 15B – 8.5" dbh multi-trunk Valley Oak, Tree No. 15C – 8"dbh Valley Oak, Tree No. 15D – 20" dbh Valley Oak) shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. Native trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*).

Equivalent compensation based on the following ratio is required:

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

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

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

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

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

MITIGATION MEASURE C: NATIVE OAK TREE CONSTRUCTION PROTECTION

For the purpose of this mitigation measure, a native tree is defined as a valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), and blue oak (*Quercus douglasii*) having a diameter at breast height (dbh) of at least 6 inches, or if it has multiple trunks of less than 6 inches each, a combined dbh of at least 10 inches.

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

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.

2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system.

3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.

4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native oak trees.

5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native oak trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.

6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native oak trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.

7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a six-inch depth.

8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.

9. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.

10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines".

11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.

13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk). Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more.

MITIGATION MEASURE D: NON-NATIVE TREE CANOPY REPLACEMENT

Removal of 2,760 square feet of non-native tree canopy for roadway improvements shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation (SacDOT) 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 Tree Foundation).

MITIGATION MEASURE E: NESTING BIRD SURVEYS

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

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

2. Trees slated for removal may be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during the nesting season, which is February through August, shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.

3. If active nest(s) are found in the survey area, a non-disturbance buffer, the size of which has been determined by a qualified biologist, shall be established and maintained around the nest to prevent nest failure. All construction activities shall be avoided within this buffer area until a qualified biologist determines that nestlings have fledged.

MITIGATION MEASURE F: INADVERTENT DISCOVERY OF CULTURAL RESOURCES (ARCHAEOLOGICAL AND TRIBAL CULTURAL RESOURCES)

1. If subsurface deposits believed to be cultural or human in origin are discovered during ground disturbance, site preparation, or construction activities, then all work must halt within a 100-foot radius of the discovery. A qualified professional archeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

2. Work shall not continue within the 100-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

    a) If a potentially-eligible resource is encountered, then the archeologist, and the project proponent shall coordinate with the Sacramento County Planning and Environmental Review (PER), and arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to PER as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

    b) Section 5097.98 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 must 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 COMPLIANCE

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

INITIAL STUDY CHECKLIST

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

1 Potentially Significant indicates there is substantial evidence that an effect MAY be significant. If there are one or more "Potentially Significant" entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is actually less than significant or less than significant with mitigation.

2 Less than Significant with Mitigation applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.

3 Less than Significant or No Impact indicates that either a project will have an impact but the impact is considered minor or that a project does not impact the particular resource.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. **LAND USE** - Would the project:					
a. 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 the environmental policies of the Sacramento County General Plan, Cordova and Vineyard Community Plans, 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 proposed infrastructure project is intended to service existing or planned development and will not induce substantial unplanned population growth.
b. Displace substantial amounts of existing 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. A small portion of land within the project limits is designated as Farmland of Local Importance, but the project will not result in significantly impacting the property. A less than significant impact will result.
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		Though in an area where agricultural uses occur, the project will not substantially interfere with agricultural operations because the project is an infrastructure project for roadway improvements. The majority of parcels within the project limits are non-agricultural properties. A less than significant impact will result.
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 northern portion of the project limits is approximately 1.3 miles from Mather Airport. The project site is located outside of the safety zone of the Airport. Safety zones refer to the probability of airplane accidents is highest in the immediately vicinity of airports. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?			X		The project is located in the vicinity of Mather Airport and is within the 60-65 dB noise contour. Since this is an infrastructure project for roadway improvements, the project is consistent with the Mather Airport Comprehensive Land Use Plan (CLUP). A less than significant impact will result.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?			X		The project is located in the vicinity of Mather Airport. Navigable airspace could be impacted if building heights in the project area exceed designated height standards. Height standards for defining obstructions to air navigation are established by the Federal Aviation Administration (FAA) and are defined in Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace." Since no structures are proposed for this infrastructure project, the project will not penetrate any of these imaginary surfaces considered by the FAA to be an obstruction of air navigation. A less than significant impact will result.
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 project will not result in increased demand for water supply. A less than significant impact will result.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The project will not require wastewater services. No impact will occur.
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. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities. A less than significant impact will result.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
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 will not require the use of public school services. No impact will occur.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services. No impact will occur.
7. **TRANSPORTATION** - Would the project:					

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		The proposed transportation project will have no impact on vehicle miles traveled and is presumed to cause a less than significant transportation impact. The project is included in the County of Sacramento General Plan's Circulation Element and meets the screening criteria of non-through lane projects for the requirement to not conduct a VMT analysis.
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. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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 not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. A less than significant impact will result.
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 not substantially increase water demand over the existing use. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		A small portion of the project is within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map (Flood Zone AE). The Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards require that the project be located outside or above the floodplain, and will ensure that impacts are less than significant. Refer to the Hydrology discussion in the Environmental Effects section above. The project site is in 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		Although a small portion of the project is within a 100-year floodplain, compliance with the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?			X		A small portion of the project is located in an area subject to 200-year urban levels of flood protection (ULOP). Refer to the Hydrology discussion in the Environmental Effects section above.

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?			X		The project is not located on an unstable geologic or soil unit. 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	The project does not require the use of a public sewer or septic system. No impact will occur.
e. Result in a substantial loss of an important mineral resource?			X		Although located in an area with known mineral resources, the proposed project would not significantly impact future use of important mineral resources located on site. A less than significant impact will result.
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.
12. **BIOLOGICAL RESOURCES** - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations. A less than significant impact will result.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		Ten (10) non-jurisdictional roadside ditches are located within the project limits. One of these ditches connects to Morrison Creek, which is located approximately 0.25 mile south of the project site. No other 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			Native and/or landmark trees occur on the project site and/or may be affected by on and/or off-site construction. Mitigation is included to ensure impacts are less than significant. Refer to the Biological Resources discussion in the Environmental Effects section above.
f. Conflict with any local policies or ordinances protecting biological resources?			X		The project is consistent with local policies/ordinances protecting biological resources. A less than significant impact will result.
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		Historical resources have not been identified on the project site. Refer to the Cultural Resources discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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 does not involve the use or handling of hazardous material. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		The project is located within two known hazardous materials sites (USTs) that have subsequently been cleaned and closed. A Phase I Initial Site Assessment (ISA) was prepared by the Sacramento County Environmental Management Department (EMD). The Phase I ISA concluded that Aerially Deposit Lead (ADL) samples within the project limits are well below state standards. Thus, no mitigation is required for ADL contamination.
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 an urbanizing 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 new roadway infrastructure that can 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.
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 not have the potential to interfere with the County meeting the goals of AB 32 (reducing greenhouse gas emissions to 1990 levels by 2020); therefore, the climate change impact of the project is considered less than significant.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 or 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 and Offices/Urban Reserve/Agricultural-Urban Reserve/Extensive Industrial/Aggregate Resource Area	X		
Community Plan	General and Limited Commercial/Industrial Reserve/Light and Heavy Industrial/Surface Mining Overlay	X		
Land Use Zone	Interim-Agricultural Reserve (IR)/M-1 (Light Industrial)/M-2 (Heavy Industrial)/GC (General Commercial)/LC (Limited Commercial)/Surface Mining Overlay	X		

APPENDICES

Appendix A: Draft South Sacramento Habitat Conservation Plan (SSHCP) Avoidance Mitigation Measures (AMMs)

Appendix B: A Wetland Delineation Report titled *Aquatic Resources Evaluation Report Sacramento County Bradshaw Road/Jackson Road Intersection Project* prepared by AECOM dated June 2021

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