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 Mitigated Negative Declaration re: The Project described as follows:

1. **Control Number:** PLER2021-00104

2. **Title and Short Description of Project:** Upper Dry Creek Interceptor Relief Project

   The Sacramento Area Sewer District (SacSewer) proposes to implement the Upper Dry Creek Interceptor Relief (UDCIR) Project (proposed project), which consists of the installation of a relief sewer that would address capacity issues of the existing Dry Creek Interceptor. The proposed relief sewer alignment would begin on Scotland Drive approximately 200 feet north of Angus Way and terminate near the intersection of Elkhorn Boulevard and 28th Street. The proposed relief sewer alignment would follow Scotland Drive south to Tartan Drive, continue south on Tartan Drive, turn west on U Street and then south on 28th Street to Elkhorn Boulevard. The proposed relief sewer alignment would cross Elkhorn Boulevard and discharge into the Upper Northwest Interceptor (UNWI) 5/6, which travels east-west on McClellan Airport property south of Elkhorn Boulevard.

3. **Assessor's Parcel Number:** The proposed alignment would primarily be located within the public road right-of-way along Scotland Drive, Tartan Drive, U Street, and 28th Street. The northern portion of the alignment would require crossing the Goat Creek channel, which is located on Assessor Parcel Number 203-0090-016. The southern terminus of the alignment would be located within the McClellan Airport property on Assessor Parcel Number 215-0400-024.

4. **Location of Project:** The proposed relief sewer alignment would begin on Scotland Drive approximately 200 feet north of Angus Way and terminate near the intersection of Elkhorn Boulevard and 28th Street, in the Antelope/North Highlands area of northwestern Sacramento County.

5. **Project Applicant:** Sacramento Area Sewer District

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 California 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 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.

Julie Newton

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLER2021-00104

NAME: Upper Dry Creek Interceptor Relief Project

LOCATION: The proposed relief sewer alignment would begin on Scotland Drive approximately 200 feet north of Angus Way and terminate near the intersection of Elkhorn Boulevard and 28th Street, in the Antelope/North Highlands area of northwestern Sacramento County.

ASSESSOR'S PARCEL NUMBERS: The proposed alignment would primarily be located within the public road right-of-way along Scotland Drive, Tartan Drive, U Street, and 28th Street. The northern portion of the alignment would require crossing the Goat Creek channel, which is located on Assessor Parcel Number 203-0090-016. The southern terminus of the alignment would be located within the McClellan Airport property on Assessor Parcel Number 215-0400-024.

APPLICANT: Sacramento Area Sewer District

10060 Goethe Road, Sacramento, California, 95827

Attention: Catherine Armstrong

PROJECT DESCRIPTION

PROJECT OVERVIEW

The Sacramento Area Sewer District (SacSewer) proposes to implement the Upper Dry Creek Interceptor Relief (UDCIR) Project (proposed project), which consists of the installation of a relief sewer that would address capacity issues of the existing Dry Creek Interceptor. The proposed relief sewer alignment would begin on Scotland Drive approximately 200 feet north of Angus Way and terminate near the intersection of Elkhorn Boulevard and 28th Street. The proposed relief sewer alignment would follow Scotland Drive south to Tartan Drive, continue south on Tartan Drive, turn west on U Street and then south on 28th Street to Elkhorn Boulevard. The proposed relief sewer alignment would cross Elkhorn Boulevard and discharge into the Upper Northwest Interceptor (UNWI) 5/6, which travels east-west on McClellan Airport property south of Elkhorn Boulevard.

PROJECT BACKGROUND

The N17 Dry Creek Interceptor is a large sewer collection line built in the late 1970s that receives wastewater flows from collector sewers and conveys the wastewater to the Sacramento County Regional Sanitation District's (Regional San) wastewater treatment plant. It is one of the northernmost segments of the original interceptor system for Regional San's wastewater treatment plant and begins near the Highland Estates service area in the Antelope community in northern Sacramento County. This original interceptor system was part of the consolidation process of several wastewater treatment plant outfalls along the Sacramento and American rivers. While not officially defined, the "Upper" Dry Creek generally applies to the northernmost upstream sections of the Dry Creek Interceptor, which are primarily comprised of 24-inch vitrified clay pipes (VCP).

An interceptor expansion completed in the 1990s included the construction of the Upper Northwest Interceptor (UNWI). Due to capacity deficiencies identified along the entire Dry Creek Interceptor, all Dry Creek Interceptor flows are currently diverted into the UNWI at the UNWI 4/5 Junction Structure located at Elkhorn Boulevard and Cherry Lane in the Rio Linda area of northwestern Sacramento County. The diversion of flows solved the capacity issues in the Dry Creek Interceptor downstream of this location. However, existing and future capacity issues in the Dry Creek Interceptor upstream of Elkhorn Boulevard necessitate the construction of the proposed project.

PROJECT OBJECTIVES

The objectives of the proposed project are to: 1) provide capacity relief for the existing Dry Creek Interceptor, and 2) provide a long-term facility that minimizes the need for maintenance activities.

DESCRIPTION OF THE PROPOSED PROJECT

The proposed project involves the installation of approximately 9,110 linear feet of 36-inch gravity sewer pipeline. Approximately 8,780 linear feet of sewer pipeline would be installed via open-cut in the public road right-of-way (ROW), with the remaining approximately 330 linear feet installed via tunneling. Approximately 170 linear feet would be tunneled beneath the Goat Creek culvert at the northern end of the alignment and 160 linear feet would be tunneled beneath Elkhorn Boulevard at 28th Street at the southern end of the alignment to connect to the existing Upper Northwest Interceptor located on the McClellan Airport property.

The alignment of the proposed relief sewer pipeline would begin at the northern end of the existing Dry Creek Interceptor at the Scotland Drive Diversion Structure and travel south on Scotland Drive, tunneling beneath the Goat Creek channel, then continue south on Tartan Drive through an existing residential subdivision. At U Street, the alignment would travel west to 28th Street, then travel south on 28th Street to Elkhorn Boulevard. From the intersection of Elkhorn Boulevard and 28th Street, the pipeline would then be installed by tunneling beneath the Elkhorn Boulevard ROW to reach the McClellan Airport

property, where the pipeline would connect to the existing UNWI 5/6 with a new junction structure.

The pipeline would cross the Goat Creek channel on the north end of the proposed alignment, which would require tunneling beneath the channel to install the pipeline. Additionally, the pipeline alignment would cross below a feature identified as Unnamed Creek underneath the existing triple 48-inch corrugated metal pipe (CMP) drainage culverts below the 28th Street ROW just south of U Street. As part of the installation of the relief sewer pipeline at this location, the voids below the three existing CMP pipes would be filled and the corroded inverts would be rehabilitated.

One utility relocation is anticipated and would consist of rerouting approximately 60 feet of existing 8-inch water main in Scotland Drive, just south of the Goat Creek box culverts. Additionally, up to 22 manholes would be installed at regular intervals along the proposed pipeline route.

The proposed pipeline and appurtenant facilities would be located entirely underground and would not be visible following installation. Activities associated with long-term operations would be conducted by SacSewer. Flow in the relief sewer pipeline is anticipated to maintain self-cleaning velocities and, as such, maintenance and operation activities would be minimal, limited to scheduled maintenance or emergency repairs. No additional permanent workforce or substantial new activities would be required.

The upstream diversion structure modified on Scotland Drive would include a weir structure that would only allow flow to be conveyed through the relief sewer during major wet weather events. The weir structure would be removed in the future once flows are sufficient to necessitate year-round relief to the Dry Creek Interceptor, and the incoming flows to the Scotland Diversion Structure would then be split between the Dry Creek Interceptor and the UDCIR sewer.

Construction Schedule and Procedures

Construction of the proposed project is anticipated to begin in August 2024 and take approximately 12 months to complete, concluding in approximately August 2025. In compliance with the Sacramento County Noise Control Program, construction activities would generally occur Monday through Friday between the hours of 7:00 a.m. to 6:00 p.m. In the portion of the proposed alignment traveling along Scotland Drive and Tartan Drive through the existing residential subdivision, construction activities would not begin before 8:00 a.m. Although not generally anticipated, construction activity may occur during nighttime hours in order to avoid traffic interruptions and complete construction of the proposed project in a timely manner. No construction work would occur on Sundays or County holidays.

It is anticipated that construction of the proposed project would begin with the tunneling activities at the southern end of the proposed alignment at Elkhorn Boulevard and then proceed with the open cut method of pipeline installation moving north along the alignment. Tunneling activities would also occur at the northern end of the alignment in

order to cross the Goat Creek channel. It should be noted that seasonal permit constraints may restrict work around the Goat Creek channel during certain times of year, which may affect the sequence of construction activities. At the southern terminus of the pipeline alignment, a new junction structure would be installed on the UNWI 5/6 where the UNWI transitions from 48 inches to 66 inches in diameter. The following describes the anticipated construction methods to be employed for the proposed project.

Trenchless Construction

Trenchless construction activities, known as tunneling, would be used to install the pipeline beneath the Goat Creek channel at the northern end of the alignment and beneath the intersection of Elkhorn Boulevard and 28th Street at the southern end of the alignment to avoid impacting traffic along this arterial roadway. The trenchless construction method used to cross the Goat Creek channel and the Elkhorn Boulevard/28th Street intersection would be determined during final design, with the following two options being considered: the auger boring tunneling method and the open-shield pipe jacking method. Both methods would require approximately the same construction footprint. Additionally, both trenchless construction methods would require the excavation of a jacking shaft and a smaller receiving shaft, spanning the intersection. For the Goat Creek channel crossing, a jacking shaft of approximately 15 feet wide by 35 feet long by 35 feet deep would be excavated within the Scotland Drive ROW just north of Goat Creek channel. A receiving shaft of approximately 15 feet wide by 15 feet long by 40 feet deep would be excavated within the Scotland Drive ROW just north of Angus Way. Goat Creek is dry most of the year, therefore, it is anticipated that this trenchless construction work would be performed when there is no active flow in the creek.

For the Elkhorn Boulevard/28th Street intersection crossing, a jacking shaft of approximately 30-50 feet wide by 20 feet long by 35 feet deep would be excavated within the 28th Street ROW just north of its intersection with Elkhorn Boulevard. A receiving shaft of approximately 25 feet wide by 20 feet long by 40 feet deep would be excavated within the McClellan Airport property just south of Elkhorn Boulevard. This receiving shaft would also accommodate the new junction structure.

The auger boring process involves the installation of a casing pipe between the jacking and receiving shafts. The new relief sewer pipeline would then be placed within the casing pipe. The installation of the casing pipe would require the use of a boring machine, which would be located at the bottom of the jacking shaft. The boring machine would push casing pipe sections forward through the ground towards the receiving shaft, while a helical auger with a cutting head housed inside the casing pipe simultaneously spins to pull the earth back to the jacking shaft. As each casing pipe section is pushed all the way forward, a new casing pipe section, also containing an auger, would be lowered into the shaft, joined to the previous casing pipe section, and pushed forward by the boring machine. The spoils from the boring process would be continuously transported back to the jacking shaft by the auger and deposited into a receptacle, which would be hoisted to the surface by an excavator and transferred to a dump truck to be hauled off site. Once the casing pipe emerges at the receiving shaft, the auger sections would be pulled back to the jacking shaft, where they would be hoisted out.

After the casing pipe is in place, the new relief sewer pipe sections would be pushed through from the jacking shaft to the receiving shaft. Radial spacers would be strapped to the relief sewer pipeline to maintain grade and clearance between the edges of the casing pipe. Grout/fill would be injected to permanently fill the gap between the casing pipe and relief sewer pipeline. The boring equipment would then be removed and transported from the work zone.

Similar to the auger boring method, the open-shield pipe jacking tunneling method would involve equipment being lowered into the jacking shaft and pipeline segments would be installed from the jacking shaft toward the receiving shaft. However, instead of using an auger bore to create the tunnel, segments of the relief sewer pipe would be pushed into place using horizontal hydraulic pistons connected to a pipe jacking frame. As the casing segments are pushed into place horizontally from the jacking shaft toward the receiving shaft, the soil within the pipe segments would be excavated, removed via the jacking shaft, and transported to a dump truck to be hauled off site.

Regardless of the tunneling method used, connections to the pipeline located in the sections of trench adjacent to the Goat Creek channel crossing receiving shaft and the Elkhorn Boulevard/28th street launching shaft would be made, and bedding material would be placed under the newly installed pipe sections in the pits to secure them in position. The shaft shoring piles would be removed, and the shafts would be backfilled to below the top of pavement. The shafts would be repaved during the repaving of the work zone.

Open Trench Construction

Installation of the relief sewer pipeline from the jacking shaft location on 28th Street just north of Elkhorn Boulevard to Scotland Drive would involve trench construction known as “open cut”. An approximately 7 feet wide by 23 feet deep trench would be excavated within the road ROW along 28th Street, U Street, Tartan Drive, and Scotland Drive that could be covered with metal plates during periods when construction is not ongoing. Shoring would be installed where appropriate to stabilize the trench. The contractor would either stockpile the excavated material within a nearby staging area, or the excavated material would be loaded on trucks that would be parked next to the trench and hauled from the site to a local landfill. After a sufficient length of trench is excavated, a pipe section would be placed in the trench using an excavator and joined to the preceding section. Once the pipe joint is complete, bedding material would be placed around the newly installed pipe section to secure its position. The trench construction would occur in segments and it is estimated that an average of approximately 50 linear feet would be installed per day. Once the pipeline has been installed within a segment, the trench would be backfilled and the road ROW would be returned to its original condition.

To cross the existing drainage culvert below the 28th Street ROW just south of U Street, the existing pavement and base layer would be excavated and the section of the existing CMP pipes that spans the trench width would either be removed or supported in place. The trench would then be excavated to the appropriate depth for placement of the relief sewer pipeline. Once the pipeline is installed at this location, the trench would be

backfilled to the level below the existing culvert and new sections of CMP would be installed and coupled to the existing CMP. The trench would then be backfilled to below the ROW level and new the roadway would be repaved and restored to its existing condition during repaving activities. Voids along the length of the culvert invert would then be filled and the full length of the CMP pipe inverts would be rehabilitated to restore the integrity of these pipelines.

Construction Staging Areas

Staging for the launching shaft of the Goat Creek channel trenchless crossing is anticipated to occur on the western shoulder adjacent to the southbound lane within the Scotland Drive ROW between the Goat Creek Channel on the south and Caber Way on the north. Staging for the receiving shaft of the Goat Creek channel trenchless crossing is anticipated to occur on the northern shoulder adjacent to the westbound lane within the Angus Way ROW between Scotland Drive on the east and approximately 115 feet west of the intersection of Angus Way and Scotland Drive.

Staging for the Elkhorn Boulevard trenchless crossing is anticipated to occur within the 28th street ROW, just north of its intersection with Elkhorn Boulevard, as well as within the McClellan Airport property at the connection to the UNWI 5/6. Staging for the Scotland Drive Diversion Structure and the Goat Creek crossing would occur within the area adjacent to the diversion structure.

Along the pipeline alignment, materials would generally be stored within active work zones during work hours and would be removed at the end of the workday. It is anticipated that some heavy construction equipment and materials may remain in active sections of the alignment to minimize the transportation of this equipment and help expedite the construction schedule. Equipment stored along the pipe alignment would be located off the shoulder or in the parking lane against the curb and all through traffic lanes would remain open during non-construction hours.

Traffic Controls

Traffic control plans would be required to be developed and implemented subject to Sacramento County Department of Transportation (SACDOT) approval. The trenchless construction at the Goat Creek channel crossing would require closure of Scotland Drive to through traffic from the south side of the Goat Creek box culvert to Rudyard Circle during daytime work hours only. During nighttime hours, through lanes on Scotland Drive across the Goat Creek Channel would remain open. No driveways would be closed for trenchless construction across the Goat Creek channel. The northwest side of the intersection of Scotland Drive and Angus Way would be closed to pedestrian traffic and pedestrians would be detoured to the eastern sidewalk, which would remain open.

The trenchless construction at the Elkhorn Boulevard/28th Street intersection would require full closure of the northbound turn lanes from Elkhorn Boulevard to 28th Street and the eastbound and westbound turn lanes from 28th Street to Elkhorn Boulevard for approximately 8 weeks. All through lanes on Elkhorn Boulevard would remain open for the duration of the construction period. Emergency and local access would be maintained

for at least one of the existing driveways at the property on the northwest corner of Elkhorn Boulevard and 28th Street. All other vehicular and pedestrian traffic would be detoured around the construction zone.

The installation of pipelines within the road ROW would necessitate vehicle lane closures; however, access for local residents and businesses would be maintained at all times during construction. On-street parking would be temporarily eliminated adjacent to the work zone.

Required Permits and Approvals

Numerous approvals and/or permits would be required to implement the proposed project. The environmental documentation for the project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the project. These approvals and permits may include, but may not be limited to, the following:

Sacramento Area Sewer District (Lead Agency)

- Board of Directors: Approval of the proposed project and adoption of the CEQA environmental document

Sacramento County

- Department of Transportation: Approval of Traffic Control Plans
- Encroachment Permit
- Right of Entry Permit for construction activities near the southwest corner of 28th Street and U Street.

Federal Aviation Administration

- Permit for work on McClellan Airport property

United States Army Corps of Engineers

- Non-notifying Section 404 Nationwide Permit 58 for Water Utility Line Activities for Goat Creek Crossing and Unnamed Creek Drainage Crossing

California Department of Fish and Wildlife

- Section 1600 Lake and Streambed Alteration Agreement for Goat Creek Crossing and Unnamed Creek Drainage Crossing

California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit

- Underground Classification Determination for tunneling activities below the Goat Creek channel and Elkhorn Boulevard

CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

- National Pollutant Discharge Elimination System – Construction General Permit
- Section 401 Water Quality Certification for Goat Creek Crossing and Unnamed Creek Drainage Crossing

ENVIRONMENTAL SETTING

The proposed project alignment would traverse several communities in northwestern Sacramento County, as shown in Plate IS-1. The proposed alignment is shown in Plate IS-2. The northern end of the proposed sewer relief pipeline alignment would begin on Scotland Drive traveling south to Tartan Drive in the Antelope Community. The proposed alignment would then turn west on U Street, which forms the boundary between the communities of Antelope to the north and North Highlands/Foothill Farms to the south. The proposed alignment would then travel south on 28th Street, which forms the boundary between the communities of Rio Linda/Elverta to the west and North Highlands/Foothill Farms to the east. The proposed alignment would finally cross Elkhorn Boulevard and discharge into the UNWI 5/6, in the North Highlands/Foothill Farms community.[1] The Sacramento County General Plan, Transportation Plan classifies U Street as an arterial roadway, Elkhorn Boulevard as a thoroughfare roadway, and 28th street as a local street.[2]

According to the Sacramento County's Online Map, which provides land use and zoning information for parcels within the County, the parcels along Scotland Drive and Tartan Drive are designated for Low-Density Residential uses and zoned RD-5; parcels along U street are designated for Agricultural-Residential uses and zoned AR-5; the parcels along 28th Street are designated for Agricultural-Residential uses and Intensive Industrial uses and zoned AR-5 and M-1; and the McClellan Airport property is designated for Intensive Industrial uses and zoned Special Planning Area-McClellan North.[3] Scotland Drive and Tartan Drive traverse a residential subdivision containing single-family homes. The parcels along U Street are developed with single-family homes with large plots of land. The parcels along 28th Street are developed with some single-family homes, storage businesses/lots, shipping services, a recycling center, trucking company, and a radiator business. The McClellan Airport property is developed with airport facilities.

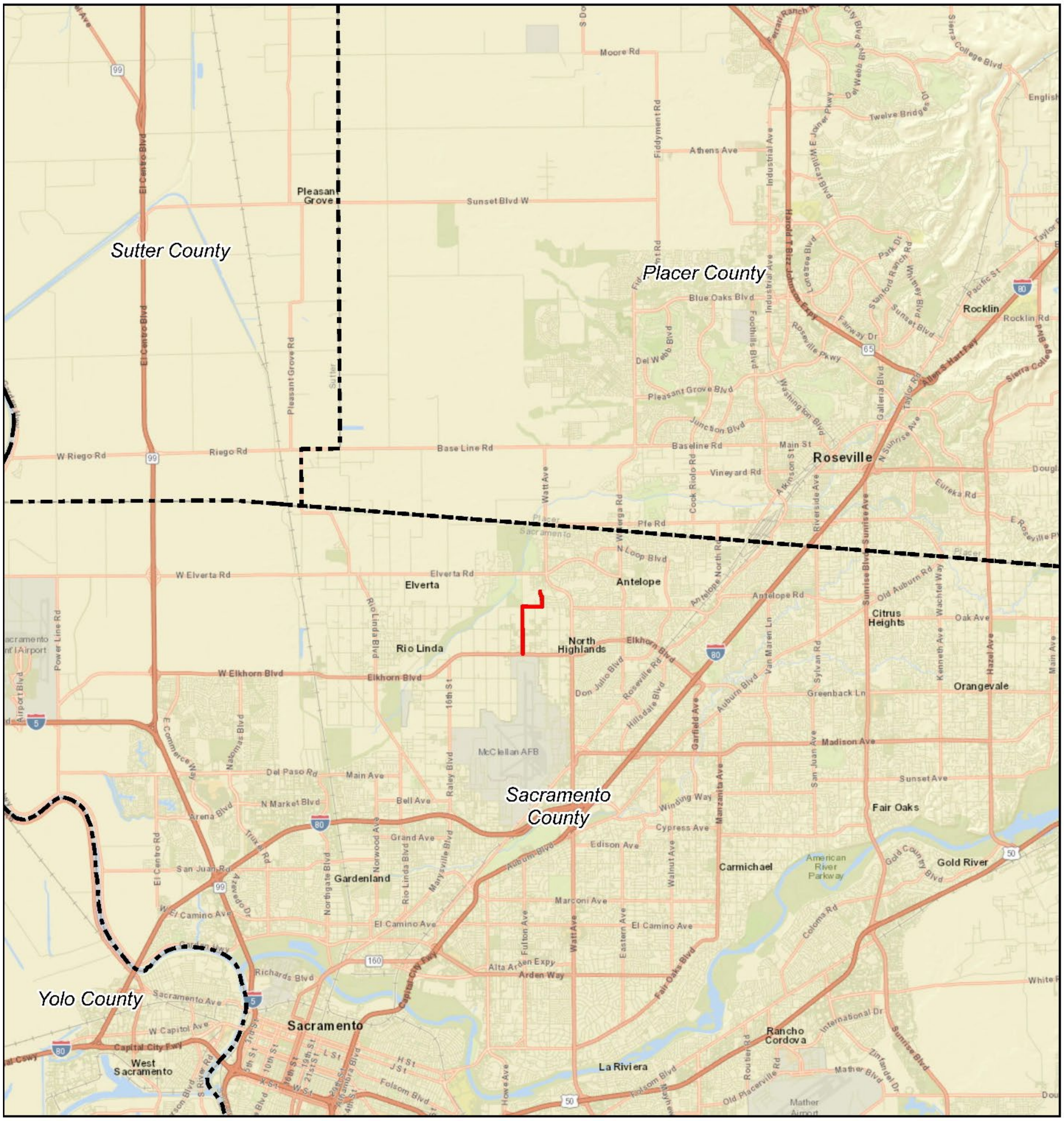
The proposed alignment is primarily located within the existing paved road rights-of-way along Scotland Drive, Tartan Drive, U Street, and 28th Street, which traverse an existing urbanized area of the County. Overhead power and telecommunications lines are located adjacent to and traversing these roadways. Underground utility lines are also present beneath the right-of-way surface along these roadways. Stream crossings occur at two locations along the project alignment. At the northern terminus of the proposed alignment is the Goat Creek channel, which is a perennial stream that runs east-west in the project area. The alignment would also cross a water feature identified as Unnamed Creek, which is an intermittent channel that runs east-west beneath the 28th Street right-of-way approximately 205 feet south of U Street. Several native and non-native trees are located in the project area, including approximately 145 native oak trees.

---

1 Sacramento County, Planning and Community Development Department, 2011, Community Boundaries with Incorporated Areas.

2 Sacramento County, 2011, General Plan Transportation Plan Roadway Components.

3 Sacramento County, Online Map, available at: https://generalmap.gis.saccounty.gov/JSViewer/county_portal.html#, accessed June 6, 2023.



Legend

Proposed Project Alignment

Counties

UPPER DRY CREEK INTERCEPTOR RELIEF PROJECT

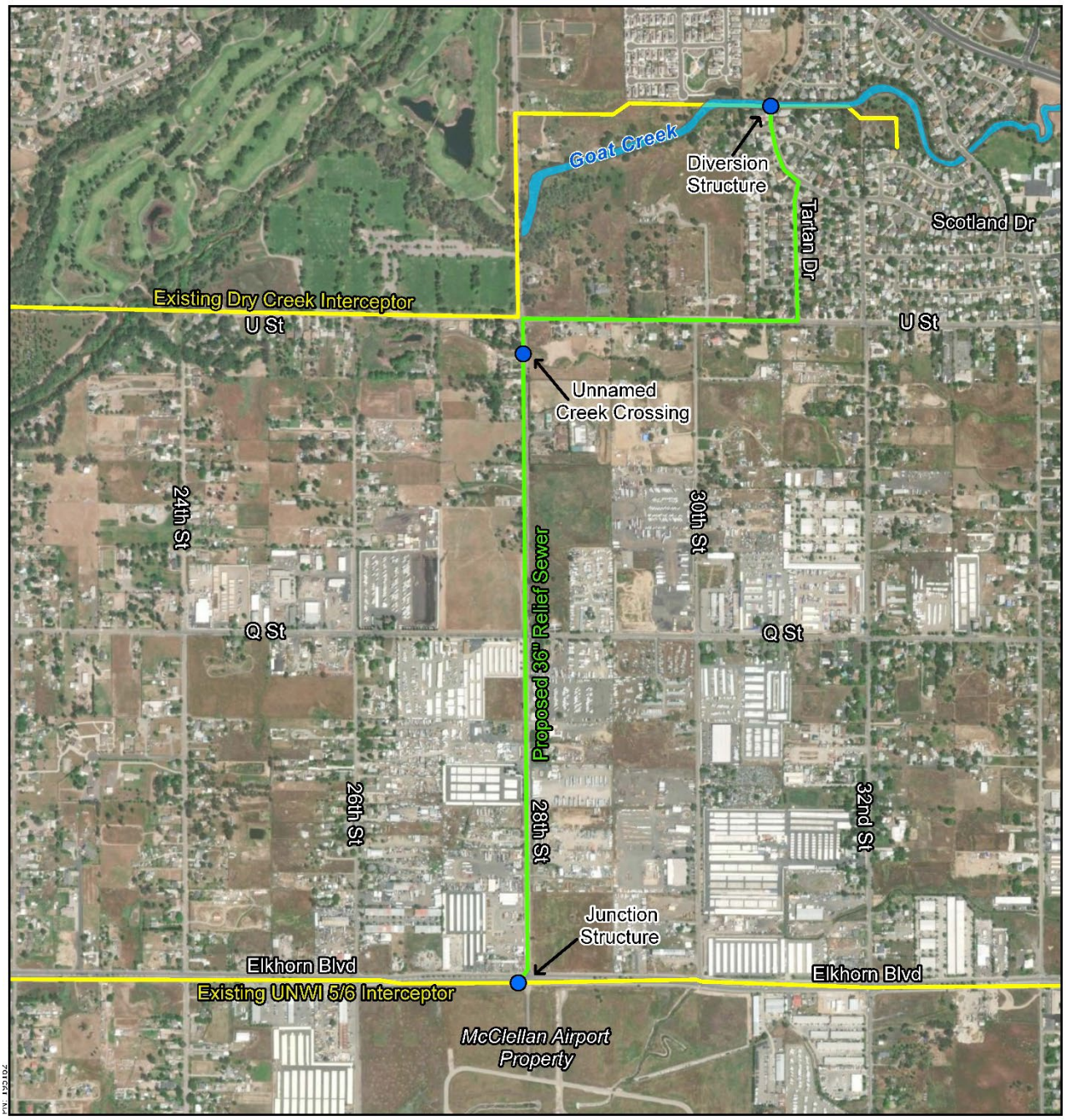
Michael Baker INTERNATIONAL

0 1.5 3 Miles

Source: ESRI

Regional Location Map

Plate IS-1



Legend

- Existing Facilities
- Proposed 36" Relief Sewer
- Goat Creek

Michael Baker INTERNATIONAL

0 500 1,000 Feet

Source: ESRI, Y&C Transportation Consultants, Sacramento Area Sewer District

UPPER DRY CREEK INTERCEPTOR RELIEF PROJECT

Project Location Map

Plate IS-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.

AESTHETICS

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

- 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.

DISCUSSION OF PROJECT IMPACTS

As discussed in the Construction Schedule and Procedures section of the Project Description above, construction activities would generally occur Monday through Friday between the hours of 7:00 a.m. to 6:00 p.m. In the portion of the proposed alignment traveling along Scotland Drive and Tartan Drive through the existing residential subdivision, construction activities would not begin before 8:00 a.m. Although not generally anticipated, construction activity may occur during nighttime hours in order to avoid traffic interruptions and complete construction of the proposed project in a timely manner. Construction activities associated with the proposed project would not require substantial nighttime lighting. It is anticipated that low-level lighting would be used to secure equipment or any active construction site. Although not anticipated, spillover lighting may occur with the use of lighting during nighttime construction activities when construction is occurring adjacent to sensitive land uses (i.e. residential). In order to minimize the potential impact of spillover lighting on adjacent residential uses, Mitigation Measure AES-1 would be implemented to require all lighting to be shielded and focused on the construction site. Construction materials and vehicles would not introduce any nuisance glare during daytime construction as these are typical of urban environments. Additionally, construction-related sources of nighttime lighting or glare would be temporary and would be removed upon completion of the activities requiring lighting, if any. Once installed, all proposed facilities would be located entirely underground and no new sources of light or glare would occur during project operation. Impacts from light and glare during construction would be ***less than significant with mitigation incorporated***.

TRANSPORTATION/TRAFFIC

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

- Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County;
- Result in a substantial adverse impact to access and/or circulation;
- Result in a substantial adverse impact to public safety on area roadways; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

DISCUSSION OF PROJECT IMPACTS

VEHICLE MILES TRAVELED

CEQA Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. SACDOT has prepared the Sacramento County Transportation Analysis Guidelines (Guidelines) to reflect the VMT analysis requirements. Within the Guidelines, SACDOT has developed screening criteria for development projects that are expected to result in less than significant VMT impacts based on project description, characteristics, and/or location. According to the Guidelines, a detailed CEQA transportation analysis would not be required if a project meets the County's screening criteria. The proposed project meets the local-serving public facilities criteria related to water sanitation and similar facilities.[4] As such, no detailed VMT analysis is required. Therefore, impacts related to VMT would be ***less than significant***.

ACCESS, CIRCULATION, SAFETY ON AREA ROADWAYS, AND ALTERNATIVE TRANSPORTATION POLICIES

The following analysis is based in part on the Traffic Control Technical Memorandum prepared by Y&C Transportation Consultants, Inc., which is included as Appendix A of this IS/MND. As previously discussed, construction of the proposed project is anticipated to begin in August 2024 and would take approximately 12 months to complete. Construction activities would generally occur Monday through Friday from 7:00 a.m. to 6:00 p.m. in non-residential areas, and 8:00 a.m. to 6:00 p.m. in residential areas.

Construction activities associated with the proposed relief sewer pipeline installation would primarily take place within existing road ROWs along portions of Scotland Drive, Tartan Drive, U Street, and 28th Street. Project construction activities would require vehicle lane closures, which would disrupt traffic in the area of the construction zones, including automobile, bus, and potentially bicycle traffic. A traffic control plan, as required for approval by SACDOT, would be developed and implemented for the project, which

[4] Sacramento County Department of Transportation, Transportation Analysis Guidelines, available at: https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines.

would include measures such as signage, flag persons, and detour plans to reduce disruptions. As discussed in the Construction Schedule and Procedures Section of the Project Description, it is anticipated that construction of the proposed project would begin with the tunneling activities at the southern end of the proposed alignment at Elkhorn Boulevard and then proceed with the open cut method of pipeline installation moving north along the alignment.

The trench construction would occur in segments, and it is estimated that an average of approximately 50 linear feet would be installed per day. Potential detour routes around the construction zone segments have been identified, as described in the Construction Schedule and Procedures Section of the Project Description (refer to Appendix A). All proposed detour routes would require final approval from SACDOT prior to commencement of construction activities.

SEGMENT 1: TRENCHLESS PIPELINE CROSSING AT THE ELKHORN BOULEVARD AND 28TH STREET INTERSECTION

The trenchless construction would require full closure of the northbound turn lanes from Elkhorn Boulevard to 28th Street and the eastbound and westbound turn lanes from 28th Street to Elkhorn Boulevard for approximately 8 weeks. All through lanes on Elkhorn Boulevard would remain open for the duration of the construction period. Emergency and local access would be maintained at the existing driveways at the property on the northwest corner of Elkhorn Boulevard and 28th Street. All other vehicular and pedestrian traffic would be detoured around the construction zone. Alternative routes along 26th Street and 30th Street would be used as detour routes for traffic on 28th Street.

SEGMENT 2: 28TH STREET BETWEEN ELKHORN BOULEVARD AND Q STREET INTERSECTION

To provide more working space and convenience during project construction and to minimize through traffic in this work zone, 28th Street would be closed between Elkhorn Boulevard and Q Street during work hours even though the actual work zone would be moving along the alignment within this segment. During construction, access to local residences and businesses would be required to be maintained as part of the proposed project. Alternative routes along 26th Street and 30th Street would be used as detour routes for traffic on 28th Street.

SEGMENT 3: 28TH STREET AND Q STREET INTERSECTION

The relief sewer pipeline installation at the 28th Street and Q Street intersection may be constructed in two stages under flagger traffic control with one lane on Q Street remaining open during each stage. During the non-work hours, the trench at the intersection would be plated to allow re-opening of all traffic lanes. Although not anticipated, it is possible that complete closure of this intersection would be required, in which case traffic would be detoured on 28th Street to 30th Street and on Q Street to U Street.

SEGMENT 4: 28TH STREET BETWEEN Q STREET AND U STREET

Construction within this segment would require closure of 28th Street between Q Street and U Street during work hours. The project would be required to maintain access to local residences and businesses during construction. Traffic from 28th Street would be detoured using 24th Street and 30th Street.

SEGMENT 5: 28TH STREET AND U STREET INTERSECTION

The proposed project alignment on 28th Street would turn east at the intersection with U Street. The relief sewer pipeline installation at this intersection may be constructed in one stage under flagger traffic control with one lane remaining open on U Street. During work hours 28th Street south of U Street would be closed and traffic on 28th Street would detour to 24th Street and 30th Street.

SEGMENT 6: U STREET BETWEEN 28TH STREET AND TARTAN DRIVE

The proposed project alignment would be located along the north side of U Street within the westbound lane between 28th Street and Tartan Drive. U Street would be closed between 28th Street and Tartan Drive during work hours. The project would be required to maintain access to local residences and businesses during construction. Traffic on U Street would be detoured to Elverta Road and Q Street.

SEGMENT 7: U STREET AND TARTAN DRIVE INTERSECTION

The proposed project alignment on U Street would turn north at the intersection with Tartan Drive. The sewer relief pipeline installation at the U Street and Tartan Drive intersection may be constructed in two stages. In the first stage, the sewer relief pipeline installation in the west half of Tartan Drive would be constructed and one lane on Tartan Drive would remain open with flagger control. During this stage, U Street would remain closed during work hours. Construction of the sewer relief pipeline installation in the east half of Tartan Drive at the intersection with U Street would occur in the second stage.

SEGMENT 8: TARTAN DRIVE BETWEEN U STREET AND SCOTLAND DRIVE

The proposed project alignment would be located near the gutter on the east side of Tartan Drive between U Street and Scotland Drive. This segment of the relief sewer pipeline may be constructed in two stages. In Stage 1, Tartan Drive would be closed between U Street and the North Plaid Circle intersection during work hours. The project would be required to maintain access to local residences during construction. During Stage 1, residents on Plaid Circle may use the north intersection with Tartan Drive to access the adjacent street network. Traffic on Tartan Drive would be detoured to 32nd Street. In Stage 2, Tartan Drive would be closed between the South Plaid Circle intersection and Scotland Drive during work hours. During this stage, residents of Plaid Circle may use the south intersection with Tartan Drive to access adjacent street network. Traffic on Tartan Drive would be detoured to 32nd Street.

SEGMENT 9: TARTAN DRIVE AND SCOTLAND DRIVE INTERSECTION

The proposed project alignment on Tartan Drive would turns west at the intersection with Scotland Drive. The relief sewer pipeline installation at the Tartan Drive and Scotland Drive intersection may be constructed in two stages under flagger traffic control with one lane on Tartan Drive and one lane on Scotland Drive remaining open during each stage. Although not anticipated, it is possible that complete closure of this intersection may be required, in which case local residents may use 32nd Street and Scotland Drive to access adjacent street network.

SEGMENT 10: SCOTLAND DRIVE BETWEEN TARTAN DRIVE AND ANGUS WAY

The proposed project alignment would shift from the east side of Tartan Drive to the gutter on the west side of Scotland Drive between Tartan Drive and Angus Way. During work hours Scotland Drive would be closed between Tartan Drive and Angus Way. The project would be required to maintain access to local residences during construction. The route along Rudyard Circle would be used as a local detour route for traffic on Scotland Drive.

SEGMENT 11: SCOTLAND DRIVE BETWEEN ANGUS WAY AND NORTHERN TERMINUS OF PROJECT ALIGNMENT

The proposed project alignment would be located near the gutter on west side of Scotland Drive north of the Angus Way intersection. During work hours Scotland Drive would be closed between Angus Way and Caber Way. The project would be required to maintain access to local residences during construction. Traffic on Scotland Drive would detour to Caber Way, Delaney Drive, and Elverta Road to access the adjacent street network.

Emergency and local access for residents and businesses would be maintained at all times throughout the duration of construction activities. All other vehicular and pedestrian traffic would be detoured around the construction zones. Additionally, on-street parking would be temporarily eliminated adjacent to the work zone. Access and circulation disruptions would be temporary and relatively short-term. With implementation of the traffic control plan to be approved per SACDOT requirements, including detour routes around construction zones, construction activities associated with the proposed project would not result in substantial adverse impacts to access, circulation, or safety on area roadways. Additionally, following the completion of construction activities, all road ROWs would be returned to existing operation conditions. The impacts would be ***less than significant***.

Construction activities would temporarily disrupt bicycle and pedestrian travel through the construction work zones. Temporary construction disruptions would not represent a conflict with a program, plan, ordinance, or policy addressing the circulation system. Traffic control plans, including temporary detour routes, would require SACDOT approval prior to implementation. Additionally, following completion of construction activities, all road ROWs would be returned to existing operating conditions. Therefore, impacts related to adopted policies, plans, or programs supporting alternative transportation would be ***less than significant***.

AIR QUALITY

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

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

AIR QUALITY SETTING

The project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for air pollution to be

trapped in the valley. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated in the SVAB. Project-related air emissions would be considered to result in a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (refer to Table IS-1). SMAQMD also established significance thresholds to determine if a proposed project's air emissions contribute significantly to regional air quality impacts (refer to Table IS-2).

For projects that generate particulate matter (PM), the project's PM emissions are required to meet a specific threshold depending on implementation, or non-implementation, of Best Management Practices (BMPs) and Best Available Control Technologies (BACTs). It should be noted that the implementation of BACTs is only required for stationary source operational emissions. The proposed project would involve only construction-related emissions and, therefore, only BMPs would be applicable to the proposed project. As shown in Table IS-2 above, projects that implement BMPs have a higher threshold (80 or 82 lbs/day) than for projects that do not implement BMPs (0 lbs/day). The following list identifies some of the BMPs that can be implemented during construction activities to reduce PM emissions from construction sites:[5]

1. Control of fugitive dust is required by District Rule 403 and enforced by District staff.
2. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
3. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
4. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

[5] SMAQMD, 2020. *Guide to Air Quality Assessment in Sacramento County*. Available at: https://www.airquality.org/residents/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 5, 2023.

Table IS-1: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-attainment (1-hour standard[a] and 8-hour standard)	Non-attainment, Classification = Severe -15* (8 hour[c] standard) Attainment (1-hour standard[b])
Particulate Matter 10 micron	Non-Attainment (24-hour standard and annual mean)	Attainment (24-hour standard)
Particulate Matter 2.5 micron	Attainment (annual standard)	Non-attainment (24-hour standard) and Attainment (annual)
Carbon Monoxide	Attainment (1-hour and 8-hour standards)	Attainment (1-hour and 8-hour standards)
Nitrogen Dioxide	Attainment (1 hour and standard and annual)	Unclassified/Attainment (1-hour and annual)
Sulfur Dioxide[d]	Attainment (1-hour and 24-hour standards)	Attainment/unclassifiable[e]
Lead	Attainment (30-day standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8-hour standard)	No federal standard
Sulfates	Attainment (24-hour standard)	No federal standard
Hydrogen Sulfate	Unclassified (1-hour standard)	No federal standard

a. Per Health and Safety Code (HSC) § 40921.59(c),59include, the classification is based on 1989-1001 data, and therefore does not change.

b. Air Quality meets Federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. The SMAQMD attained the standard in 2009.

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

d. Cannot be classified

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

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

Source: SMAQMD, 2023. *Air Quality Pollutants and Standards*. Available at: http://airquality.org/air-quality-health/air-quality-pollutants-and-standards. Accessed June 2, 2023.

Table IS-2: SMAQMD Significance Thresholds

	ROG[a] (lbs/day)	NO_x (lbs/day)	CO (µg/m3)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Construction (short-term)	None	85	CAAQS[b]	80[c]	82[c]
Operational (long-term)	65	65	CAAQS	80[c]	82[c]

a. Reactive Organic Gas
b. California Ambient Air Quality Standards
c. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance threshold of 0 lbs/day.

Source: SMAQMD, 2023. *Air Quality Pollutants and Standards*. Available at: http://airquality.org/air-quality-health/air-quality-pollutants-and-standards. Accessed June 2, 2023.

Discussion of Project Impacts

Construction Emissions/Short-Term Impacts

Short-term air quality impacts result primarily from dust emissions (PM_{10} and $PM_{2.5}$) generated by construction and development activities, and emissions from equipment and vehicle engines (NO_x) operated during these activities. Dust generation depends largely on soil type and soil moisture, along with the amount of total acreage involved in clearing, grubbing, and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to dust emissions. Sand, lime, or other fine particulate materials could be used during construction activities and stored on-site. If fine particulate materials are not stored properly, such materials could become airborne during periods of high winds. The typical effects of construction activities include increased dust and elevated levels of suspended particulates, such as PM_{10} and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ are considered particularly unhealthy because these particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

Construction Particulate Matter Emissions

SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (SMAQMD Guide) includes screening criteria for construction-related particulate matter. Project sites 35 acres or less in size are considered to generally not exceed the SMAQMD's construction PM_{10} or $PM_{2.5}$ thresholds of significance provided that a project does not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include major trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;

- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); or
- Require import or export of soil materials that will require a considerable amount of haul truck activity.

PM_{10} or $PM_{2.5}$ emissions generated during project construction activities can be reduced through compliance with institutional requirements for dust abatement and erosion control. These institutional measures include the SMAQMD's Rule 403 - Fugitive Dust and measures in the Sacramento County Code relating to land grading and erosion control (Section 16.44.090(K)).

The project site is less than 35 acres (approximately 1.47 acres) and would not involve the construction of any buildings; demolition activities; major trenching activities; an unusually compact construction schedule; cut-and-fill operations; or import or export of soil materials requiring a considerable amount of haul truck activity. Even though project activities would primarily involve trenching, this activity would not be considered major because the trenching would be continually moving along a linear route and would not occur at one specific location for the entirety of the construction phase. The project would require minimal amounts of grading and excavating for placement of the underground sewer relief pipe segments. In addition, the predicted air emissions from construction activities would be substantially below the threshold criteria (0.11 lbs/day generated compared to 80 lbs/day threshold, and 0.10 lbs/day generated compared to 82 lbs/day threshold) (refer to Table IS-3 below). Therefore, the proposed project would not exceed the SMAQMD Guide screening criteria for PM_{10} or $PM_{2.5}$ with implementation of basic construction emission control practices.

CONSTRUCTION OZONE PRECURSOR EMISSIONS (NO_X)

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

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

- Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

The project site is less than 35 acres (approximately 1.47 acres) and would not involve the construction of any buildings; demolition activities; major trenching activities; an unusually compact construction schedule; cut-and-fill operations; or import or export of soil materials requiring a considerable amount of haul truck activity. Even though project activities would primarily involve trenching, this activity would not be considered major because the trenching would be continually moving along a linear route and would not occur at one specific location for the entirety of the construction phase. The project would require minimal amounts of grading and excavating for placement of the underground sewer relief pipe segments. In addition, the predicted air emissions from construction activities would be substantially below the threshold criteria (1.93 lbs/day generated compared to 85 lbs/day threshold) (refer to Table IS-3 below). Therefore, the proposed project would not exceed the SMAQMD Guide screening criteria for NO_x.

CONSTRUCTION EMISSIONS CONCLUSION

The air emissions potentially generated by the proposed project were calculated using CalEEMod, version 2022.4.0 (refer to Appendix B). CalEEMod utilizes equipment, phasing and timelines to generate daily construction emissions and operation emissions for a proposed project. For modeling purposes, maximum numbers of equipment were used, and it was assumed all equipment would operate simultaneously. This approach represents a conservative estimate of equipment and timelines that demonstrates a worst-case scenario in terms of potential emissions. The resulting air emissions are summarized in Table IS-3 below.

Table IS-3: CalEEMod Estimated Construction Emissions

	ROG (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
Estimated Emissions	0.23	1.93	0.11	0.10
Threshold	N/A	85	80	82
Exceeds Threshold?	N/A	No	No	No

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical, as shown above. As noted, the project site is less than 35 acres (approximately 1.47 acres) and would not involve the construction of any buildings; demolition activities; significant trenching activities; an unusually compact construction schedule; or import or export of soil materials requiring a considerable amount of haul truck activity. In addition, the proposed project would not exceed the SMAQMD construction emissions significance thresholds for NO_x, PM_{10}, or $PM_{2.5}$ with implementation of basic construction emission control practices. Therefore, the proposed project would fall below the SMAQMD Guide screening criteria for construction emissions related to both particulate matter and ozone precursors. Potential impacts associated with emissions for air quality standards are considered ***less than significant with mitigation incorporated***.

Noise

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

- 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;

- Result in a substantial temporary increase in ambient noise levels in the project vicinity; or

- Generate excessive groundborne vibration or groundborne noise levels.

A Construction Noise and Vibration Assessment was prepared for the proposed project by Bollard Acoustical Consultants, Inc., which is included as Appendix C to this IS/MND. The results of the Construction Noise and Vibration Assessment are provided below.

Noise Background

Noise is defined as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. Sound levels are measured using the decibel (dB) scale, which uses the hearing threshold as a point of reference, defined as 0 dB. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given period of time (usually one hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}), and the community noise equivalent level (CNEL).

L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

The perceived loudness of sounds and corresponding reactions to noise are dependent upon many factors, including sound pressure level, duration of intrusive sound, frequency of occurrence, time of occurrence, and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighing network. It is generally recognized that an increase

of at least 3 dB of similar sources is usually required before most people will perceive a change in noise levels in the community, and an increase of 5 dB is required before the change will be clearly noticeable. A common practice is to assume that a minimally perceptible increase of 5 dB represents a significant increase in ambient noise levels.

GENERAL PLAN AND COUNTY CODE CRITERIA

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

> NO-8 Noise associated with construction activities shall adhere to the County Code requirements. Specifically, Section 6.68.090(e) addresses construction noise within the County.

The Sacramento County Code also includes a Noise Ordinance as Chapter 6.68, which is applicable to the project. The purpose of the Noise Ordinance is to assess complaints of noise alleged to exceed the ambient noise levels. Further, it is declared to be the policy of the County to contain sound levels at their present levels with the ultimate goal of reducing such levels, when and where feasible and without causing undue burdens, to meet the noise standards from Section 6.68.070, Exterior Noise Standards.

In addition, Section 6.68.090 Exemptions states the following:

> The following activities shall be exempted from the provisions of this chapter: Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities do not take place between the hours of eight p.m. and six a.m. on weekdays and Friday commencing at eight p.m. through and including seven a.m. on Saturday; Saturdays commencing at eight p.m. through and including seven a.m. on the next following Sunday and on each Sunday after the hour of eight p.m. Provided, however, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after eight p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.

Because the proposed construction activities associated with the project would generally occur during the hours specified in County Code Section 6.68.090(e), noise generated by project construction activities would be exempt from the standards identified in Section 6.68.070 (Exterior Noise Standards). Although not anticipated, if nighttime work is required, County Code Section 6.68.090(e) does allow for construction work to continue after 8:00 p.m. when unforeseen or unavoidable conditions occur.

EXISTING NOISE ENVIRONMENT

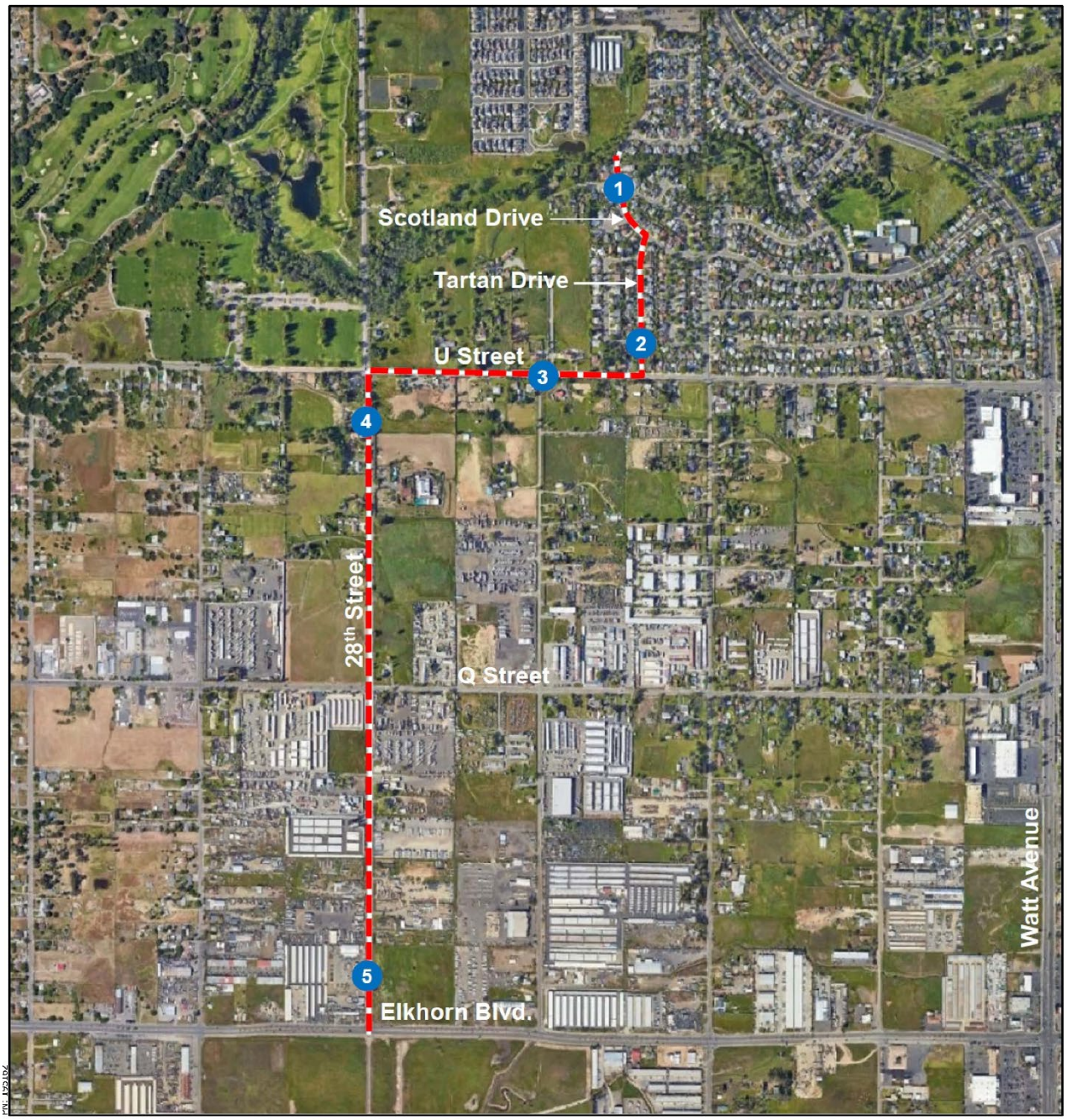
The existing ambient noise environment in the immediate project vicinity is primarily defined by traffic on nearby roadways, but also includes property maintenance/yard care, barking dogs, and aircraft overflights. To quantify the existing ambient noise environment

in the project vicinity, short-term (15-minute) noise level measurements were conducted at five locations along the project alignment on May 23, 2023. The noise measurement locations are shown in Plate IS-3. As shown in Table IS-4, Measured Ambient Noise Levels Along Project Alignment, the noise level measurements vary from 51 to 75 for the L_{eq} and 67 to 86 for the L_{max} at the five measurement locations.

Table IS-4: Measured Ambient Noise Levels Along Project Alignment

Site	Time	L_{eq}	L_{max}
1	12:40 pm	55	70
2	11:19 am	51	67
3	11:38 am	69	84
4	11:58 am	70	86
5	12:19 pm	75	85

Notes: L_{eq} = equivalent continuous sound level, L_{max} = maximum sound level
Source: Bollard Acoustical Consultants, Inc., June 2023, Construction Noise & Vibration Assessment.



Legend

Proposed Project Alignment

\# Ambient Noise Measurement Site

UPPER DRY CREEK INTERCEPTOR
RELIEF PROJECT

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Bollard Acoustical Consultants

Noise Measurement Locations

Plate IS-3

VIBRATION BACKGROUND

Vibration is usually associated with transmission through the ground or structures, and involves a source, a transmission path, and a receiver. Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measurements in terms of velocity in inches per second or root-mean-square (RMS) in VdB. Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increases, the potential for adverse human response increases. For sources of vibration which are known to be of relatively short duration, such as construction projects, people tend to be more accepting of exposure to relatively brief periods of perceptible vibration, particularly when the vibration generation occurs during daytime hours. Thus, because the proposed project is considered a short-term construction project, the focus of the vibration impact analysis is on the prevention of damage to structures.

GENERAL PLAN AND COUNTY CODE CRITERIA

Neither the Sacramento County General Plan nor the County Code contain criteria for acceptable vibration levels at sensitive receptor locations. As a result, the Construction Noise and Vibration Assessment utilized the Federal Transit Administration (FTA) guidelines for the assessment of potential vibration impacts related to the project.

Because the proposed project is short-term in nature with construction equipment and activities occurring near individual residences for limited periods of time, the vibration impact assessment for the project focuses on the prevention of damage to structures. The FTA Manual identifies a peak particle velocity vibration threshold of 0.5 inches per second, and a root mean square velocity in decibels of 102 dB, as the appropriate criteria for building Type I (reinforced concrete, steel, or timber construction (no plaster), which represents the types of buildings located along the proposed alignment.

EXISTING VIBRATION ENVIRONMENT

During the site visit and noise survey period on May 23, 2023, no appreciable sources of vibration were identified, and ambient vibration levels were observed to be below the threshold of perception.

Discussion of Project Impacts

Noise

The project would be completed in the following phases: tunnelling and shaft installation on Scotland Drive over the Goat Creek channel, including the diversion structure modifications at this location, tunnelling and shaft installation at Elkhorn Boulevard, trenching activities and relief sewer pipeline installation along the pipeline alignment corridor, and the paving and striping following completion of the relief sewer pipeline installation. The construction phases would require various equipment and would extend for varying durations. Table IS-5 shows the approximate duration of time required for each activity within each phase, the equipment required to complete each phase, and typical noise levels associated with the equipment.

Table IS-5: Project Phasing, Equipment, and Noise Levels

Phase/Activity	Duration (days)	Equipment	Number	Hours per Day	Number of Days	Max SPL at 50 feet (dBA)	L_{eq} at 50 feet (dBA)
Elkhorn Boulevard & Goat Creek Shafts and Structure	20	Excavator	1	8	11	81	77
		Dump Trucks	2	4	11	77	73
		Drill Rig	1	8	16	79	72
		Crane	1	8	1	81	73
		Telehandler	1	2	10	79	72
		Concrete Mixer	2	2	5	79	75
Elkhorn Boulevard & Goat Creek Tunneling	13	Auger	1	8	13	84	77
		Dump Trucks	1	4	13	77	73
		Pipe Delivery Truck	1	4	13	75	71
		Excavator (for pipe maneuvering)	1	2	13	81	77
		Skip Loader	1	4	13	75	70
Trenching Activities, Pipe Installation, and Backfilling	179 (50 feet per day)	Excavator	1	8	10	81	77
		Dump Trucks	2	4	5	77	73
		Pipe Delivery Truck	1	4	13	75	71
		Telehandler	1	2	10	79	72
		Street Sweeper	1	1	179	82	77
Paving and Striping	10	Asphalt Paver	1	8	8	77	73
		Dump Trucks (a/c delivery)	4	4	8	77	73
		Vibratory Roller	1	8	8	80	75
		Skip Loader	1	4	10	75	70
		Road Striping Machine	1	8	2	75	70
		Street Sweeper	1	2	10	82	77

Notes: SPL = sound pressure level, Leq = equivalent continuous sound level, dBA = A-weighted decibel
Source: Bollard Acoustical Consultants, Inc., June 2023, Construction Noise & Vibration Assessment.

Table IS-5 indicates that construction noise levels would vary depending on the type of equipment used and the duration required for each activity. In general, maximum noise levels would range from approximately 75 dBA L_{max} (pipe delivery truck), to 84 dBA L_{max} (auger), at a reference distance of 50 feet from the equipment. Average noise levels (L_{eq}) would be approximately 4-7 dBA lower than maximum noise levels at the 50-foot reference distance. Typical construction noise levels can be expected to be approximately 80-85 dBA L_{max} and 75-80 dBA L_{eq} at a reference distance of 50 feet from the project construction. For purposes of this evaluation, typical construction noise levels were assumed to be 77 dBA L_{eq} and 82 dBA L_{max} at a reference distance of 50 feet from the proposed construction operations.

The noise-sensitive exterior areas of the residences located along the project construction corridor are typically considered to be the primary outdoor activity areas (backyards or clearly delineated activity use areas). Although the interior spaces of residences are also considered to be sensitive, there would generally be no construction occurring during typical sleeping hours. In addition, noise levels within residences would be approximately 25 dBA lower than exterior levels experienced outside of the residences. As a result, the analysis evaluates construction noise levels at sensitive exterior areas of residences located along the project corridor.

The nearest backyard areas of residences located along the proposed alignment tend to be at least 100 feet from the construction area and shielded by intervening residential structures. This shielding was conservatively estimated to reduce construction noise levels by approximately 15 dBA. Given typical maximum and average construction noise levels of approximately 82 L_{max} and 77 dB L_{eq} at 50 feet, the estimated construction noise levels within those primary outdoor activity areas would be approximately 60 dBA L_{max} and 55 dBA L_{eq} during the relatively brief periods during which construction would be occurring near individual residences.

The predicted maximum noise levels generated by project construction would be near or below the range of measured existing maximum noise levels in the project vicinity. As a result, project construction is not expected to generate ambient noise levels substantially higher than baseline ambient noise conditions within the backyard areas of residences located along the proposed alignment.

Construction activities would be of limited duration near each residence and would generally occur during daytime hours except for unforeseen or unavoidable conditions occur (and therefore exempt from the regulations of the Sacramento County Code pursuant to Section 6.68.090(e)), and maximum construction noise levels would be within the range of measured maximum noise levels in the project vicinity. Therefore, no adverse noise impacts are identified for any of the phases of project construction. Therefore, project impacts related to noise would be ***less than significant.***

VIBRATION

The operation of light and heavy equipment required for project construction would generate localized vibration in the immediate vicinity of construction. As previously discussed, the focus of the vibration impact assessment for the proposed project is on

the prevention of damage to existing residential structures located along the construction corridor. The FTA Transit Noise and Vibration Impact Assessment Manual provides reference vibration sound levels for construction equipment at a distance of 25 feet from the equipment source. Residences located along the proposed alignment are generally approximately 50 feet or more from the proposed construction activity sites. As indicated in the FTA Transit Noise and Vibration Impact Assessment Manual, with the exception of impact-type pile drivers, typical vibration levels at a distance of 25 feet from the operating equipment are well below the 0.5 inch/second threshold required for the onset of damage to structures. Pile driving would not be required during construction of the proposed project. Therefore, vibration levels associated with construction activities for the proposed project would remain below the established threshold, and project impacts related to vibration would be ***less than significant.***

GEOLOGY AND SOILS

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

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

PALEONTOLOGICAL SETTING

A Cultural Resources Survey Report was prepared for the project by Environmental Science Associates (ESA); however, this report is not publicly available due to the confidentiality of cultural resources. The Cultural Resources Survey Report considered the footprints of two alternative alignments for its Area of Potential Effects (APE) and assessment. Alternative 2 is the proposed project alignment. As such, only the information regarding Alternative 2 from the report is considered in the impact analysis in this IS/MND.

The Cultural Resources Survey Report included a review of geologic and soils maps from the National Resources Conservation Service Web Soil Survey. As indicated by the maps, the APE is within Fiddyment sandy loam, an Older Pleistocene alluvium. These soils are formed as residuum weathered from sedimentary parent rock.

DISCUSSION OF PROJECT IMPACTS

Based on the review of geologic and soils maps and the field survey from the Cultural Resources Survey Report, the potential for discovering paleontological resources within the project site is low. Soils at relatively shallow depths can reasonably be assumed to have been disturbed in the recent past by the construction and maintenance of roads and utilities, as well as by natural weathering; however, the proposed project would require excavations to 23 feet deep for the trenches and up to 40 feet deep for trenchless construction. As such, the inadvertent discovery of paleontological resources cannot be entirely discounted. Therefore, the proposed project would implement Mitigation Measure GEO-1, requiring specific protocols in the unanticipated discovery of paleontological

resources. Thus, project impacts to paleontological resources would be ***less than significant with mitigation incorporated***.

BIOLOGICAL RESOURCES

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

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

BIOLOGICAL RESOURCES SETTING

BIOLOGICAL SURVEY REPORT

A Biological Survey Report was prepared for the proposed project by ESA, which is included as Appendix D to this IS/MND. The Biological Survey Report considered the footprints of two alignment alternatives. As such, the Study Area encompasses the footprints of both alternatives. However, Alternative 2 is the proposed project alignment. Thus, the project's potential to result in impacts to biological resources is based on the results of the Biological Survey Report pertaining to Alternative 2.

A search of relevant regional databases for special-status biological resources in the vicinity of the project area was conducted prior to conducting a field survey. A list of special-status wildlife and plant species with potential to occur in or near the Study Area was compiled from nine-quadrangle searches of the California Natural Diversity Database (CNDDB) and California Native Plant Society's (CNPS) Rare Plant Inventory; a search of the United States (U.S.) Fish and Wildlife Service's (USFWS) Information for Planning and Consultation database; and review of biological literature of the region for the following 7.5-minute U.S. Geological Survey (USGS) topographic quadrangles: Verona, Pleasant Grove, Roseville, Taylor Monument, Rio Linda, Citrus Heights, Sacramento West, Sacramento East, and Carmichael. The proposed project is located entirely within the Rio Linda, California, USGS 7.5-minute series quadrangle.

Wildlife field surveys within the Study Area were conducted on June 15, and June 28, 2022. Wildlife surveys cataloged all common and special-status wildlife species observed within the Study Area and determined the potential presence of suitable habitat for

special-status wildlife species. Special-status fish species are not analyzed in this report and do not occur in the Study Area.

A routine aquatic resource delineation of aquatic features within the Study Area were conducted on April 28, June 15, and June 28, 2022. During that survey special status plants were observed. A special status plant survey conducted in accordance with the CDFW's *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plan Populations and Natural Communities* was completed for the project study area. A late season survey was completed on July 14, 2022, and an early season survey was completed on April 27, 2023. General plant and natural community (vegetation) surveys were reconnaissance in nature to identify the potential locations of habitat for special-status plants and determine which species have the potential to occur in the Study Area. A discussion of the identified habitat types is provided below. The identified habitat types are shown in Plate IS-4.

NATURAL COMMUNITIES AND HABITAT TYPES

Eight habitat types were identified within the Study Area within two main classifications: uplands and aquatic habitats. The habitat types within the Study Area for the proposed alignment include annual grassland, valley oak woodland, intermittent channel, drainage ditch, and urban/developed. Of the habitat types identified in the Study Area for the proposed project, the valley oak woodland present at the Goat Creek channel is considered a sensitive natural community.

SPECIAL STATUS PLANT SPECIES

The only special-status plant with moderate to high potential to occur is Sanford's arrowhead (*Sagittaria sanfordii*), which was observed during the field survey in the Study Area within the Goat Creek channel to the east and west of the Scotland Drive ROW crossing (refer to Plate IS-5). No other special-status plant species have a moderate to high potential to occur in the Study Area.

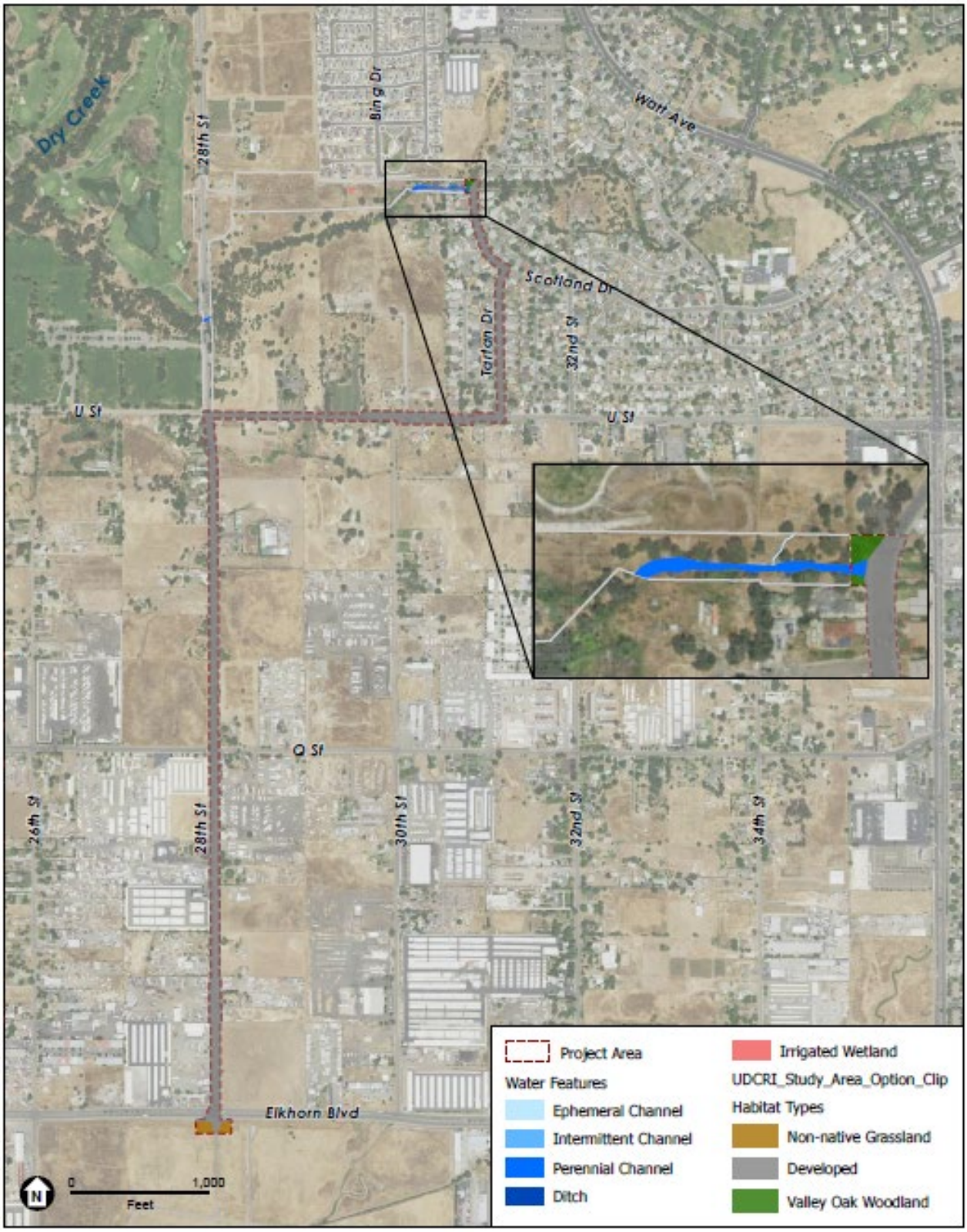


Plate IS-4: Habitat Types

Plate IS-5: Special Status Plant Species Locations

SPECIAL STATUS WILDLIFE SPECIES

The special-status wildlife species within the Study Area include the following:

- Crotch's bumble bee (*Bombus crotchii*): Crotch's bumble bee inhabits open grassland and scrub habitats throughout California. Crotch's bumble bees primarily nest underground in mammal burrows but are occasionally observed in old logs and cavities in trees, among other aboveground locations. They are generalist foragers, with short tongues, and thus prefer foraging on open flowers with short corollas. They overwinter in soft disturbed soil or under leaf litter. Suitable foraging habitat occurs in the Study Area in annual grassland. Suitable overwintering may occur in annual grasslands that are not irrigated.
- Western pond turtle (*Actinemys marmorata*): The western pond turtle (*Emys marmorata*)[6], is listed as a California Species of Special Concern by the California Department of Fish and Wildlife. According to the Fish and Wildlife Life History Account for the species, the western pond turtle is an aquatic turtle that usually leaves the aquatic site to reproduce, to aestivate, or to overwinter. Western pond turtles require some slack- or slow-water aquatic habitat. High-gradient streams with minimal cover or basking habitat are not suitable. In pond environments the species typically only leaves the water to reproduce, whereas in stream environments the turtles more commonly leave the water to aestivate or overwinter, in addition to leaving for reproduction. Turtles leave the water to overwinter in October or November, and typically become active in March or April. Mating typically occurs in late April or early May but may occur year-round. Most egg-laying occurs in May or June but may occur as early as April or as late as August. The hatchlings remain in the nest over the winter and emerge in the spring. Suitable nesting locations have dry soils (usually in a substrate with a high clay or silt fraction) on a slope that is unshaded and may be at least partially south-facing. The nest site can be up to 1,300 feet from the aquatic habitat, but it is more typical for the nest to be within 650 feet of aquatic habitat. The Life History Account conservatively recommends a buffer of 1,650 feet to ensure that neither adults nor nests will be impacted. Suitable habitat is present in the Goat Creek and Unnamed Creek channels.

- Western burrowing owl (*Athene cunicularia*): According to the California Fish and Wildlife life history account for the species, burrowing owl (*Athene cunicularia*) habitat can be found in annual and perennial grasslands, deserts, and arid scrublands characterized by low-growing vegetation. Burrows are the essential component of burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nesting sites for burrowing owls. Burrowing owls typically

[6] The western pond turtle was identified as being comprised of two subspecies, one of which was the northwestern pond turtle (*Clemmys marmorata marmorata*). It is still listed as such in the Fish and Game Life History Account, as the account was written in 1994; however, the current special animals list clarifies that subsequent research has shown that the subspecies designations were not warranted, and the western pond turtle is now tracked only by species, not subspecies.

use burrows made by fossorial mammals, such as ground squirrels or badgers, but also use human-made structures such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owls are listed as a California Species of Special Concern due to loss of breeding habitat.

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

There is moderate potential for burrowing owls to occur and utilize manmade structures, such as culverts, for nesting habitat within the Study Area.

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

  Swainson's hawks feed primarily upon small mammals, birds, and insects. Their typical foraging habitat includes native grasslands, alfalfa, and other hay crops that provide suitable habitat for small mammals. Certain other row crops and open habitats also provide some foraging habitat. The availability of productive foraging habitat near a Swainson's hawk's nest site is a critical requirement for nesting and fledgling success. In central California, approximately 85 percent of Swainson's hawk nests are within riparian forest or remnant riparian trees.

  Suitable foraging and nesting habitat for Swainson's hawk is provided in grassland habitat in the Study Area.

These wildlife species have documented occurrences and have a moderate potential to occur in the Study Area. However, none were observed during the initial field surveys.

The Federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code protect raptors, most native migratory birds, and breeding birds that could be present in the Study Area. The Study Area provides foraging and nesting opportunities for a variety of resident and migratory birds. Raptors within the Sacramento region include tree-nesting species such as the red-tailed hawk and red-shouldered hawk, as well as ground-nesting species such as the northern harrier. The following raptor species are identified as "special animals" due to concerns over nest disturbance: Cooper's hawk,

sharp-shinned hawk, golden eagle, northern harrier, and white-tailed kite. Occurrences of Cooper's hawk and white-tailed kite have been documented in the Study Area and these two raptor species have a moderate potential to occur in the Study Area; however, neither were observed during the initial field surveys. Suitable habitat for Cooper's hawk is present in woodland areas and suitable habitat for white-tailed kite is present in trees along levees, in parks, and open grasslands within the Study Area. Among the many bird species observed in the Study Area with the potential to nest are western scrub jay, western kingbird, northern mockingbird, American crow, and black phoebe.

USFWS defines the term critical habitat in the Federal Endangered Species Act as a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. There are no critical habitat designations within the Study Area.

MIGRATORY CORRIDORS

In an urban context, a wildlife migration corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two comparatively undisturbed habitat areas or between a habitat area and some vital resource that encourages population growth and diversity. Habitat fragments are isolated patches of habitat separated by otherwise foreign or inhospitable areas, such as urban tracts or highways. Two types of wildlife migration corridors seen in urban settings are regional corridors, defined as those linking two or more large areas of natural open space, and local corridors, defined as those allowing resident wildlife to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development. The Study Area does not occur within or intersect a recognized or established regional wildlife corridor; however, the north end of the proposed pipeline alignment would cross the Goat Creek channel, which may provide opportunities for localized wildlife movement.

AQUATIC RESOURCES DELINEATION REPORT

An Aquatic Resources Delineation Report was prepared by ESA, which is included as Appendix E to this IS/MND. The Aquatic Resources Delineation Report considered the footprints of two alignment alternatives. As such, the Study Area encompasses the footprints of both alternatives. However, Alternative 2 is the proposed project alignment. Thus, the project's potential to result in impacts to biological resources is based on the results of the Aquatic Resources Delineation Report pertaining to Alternative 2.

The Aquatic Resources Delineation Report investigated the extent of aquatic resources in the Study Area that are potentially subject to regulation under Section 404 and/or Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. The aquatic resource delineation process involves determining the boundaries between wetlands, waters, and surrounding uplands by investigating the three parameters that define a wetland (vegetation, soils, and hydrology) and those parameters that define non-wetland waters (i.e., "other waters").

A search of relevant regional databases in the vicinity of the project area was conducted prior to conducting a field survey, including a review of the following: the Rio Linda, California USGS 7.5-minute topographic quadrangle map; aerial photography, Custom Soil Resource Report for Sacramento County, California; National Hydric Soils List for Sacramento County, California; and National Wetlands Inventory.

A routine aquatic resource delineation of aquatic features within the Study Area was conducted on April 28, and additional fieldwork for the delineation was conducted on June 15, and June 28, 2022. Through the aquatic resource delineation, potential federal and state jurisdictional wetlands were identified within the Study Area.

AQUATIC RESOURCES AND WATERS OF THE U.S. DETERMINATIONS

According to the Aquatic Resources Delineation Report prepared for the proposed project (see Appendix E), a total of 0.445 acre of aquatic resources occurs in the delineation Study Area. The aquatic resources are classified as irrigated wetland, perennial channel (Goat Creek), intermittent channel (the Unnamed Creek), ephemeral channels (EC) 1 and 2, and drainage ditch.

Goat Creek and the Unnamed Channel are relatively permanent waters because they are perennial and intermittent, respectively. Downstream of the proposed project alignment, both features flow into the Sacramento River, which is a traditional navigable water. As such, both features are considered waters of the U.S.

EC 1 and EC 2 are supported by urban runoff. EC 1 is not hydrologically connected to relatively permanent waters or traditional navigable waters. EC 2 flows indirectly into the Sacramento River but does not have a significant nexus to a traditional navigable water. Therefore, EC 1 and 2 would not be considered jurisdictional waters of the U.S. The irrigated wetland is entirely supported by irrigation. Due to its artificial hydrology, this feature would not be considered a jurisdictional wetland or waters of the U.S. The roadside drainage ditches are manmade ditches dug in uplands. As they do not carry permanent flow of water, drainage ditches are generally not considered jurisdictional waters of the U.S.

Waters of the state include features that have been determined by the U.S. Environmental Protection Agency (USEPA) or the U.S. Army Corps of Engineers to be “waters of the U.S.” Since Goat Creek and the Unnamed Creek are waters of the U.S., these aquatic resources also qualify as waters of the state. The irrigated wetland, EC 1, EC 2, and drainage ditches do not meet criteria for waters of the U.S. or waters of the state.

SACRAMENTO COUNTY GENERAL PLAN

The Conservation Element of the County General Plan includes the following polices related to aquatic resources:

CO-58 Ensure no net loss of wetlands, riparian woodlands, and oak woodlands.

CO-59 Ensure mitigation occurs for any loss of or modification to the following types of acreage and habitat function: vernal pools, wetlands, riparian, native vegetative habitat, and special status species habitat.

CO-94 Development within the 100-year floodplain and designated floodway of Sacramento streams, sloughs, creeks or rivers shall be: consistent with policies to protect wetlands and riparian areas; and limited to land uses that can support seasonal inundation.

NATIVE TREES

The County Tree Ordinance is outlined in County Code Chapter 19.04 and 19.12, which define a landmark tree as an especially prominent of stately tree on any land in the County, with native oak trees to be preserved identified as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), and oracle oak (*Quercus morehus*). Protected native trees are those with a diameter at breast height (dbh) of at least 6 inches or those with multiple trunks of less than 6 inches each with a combined dbh of 10 inches. Additionally, per County Code 19.12.040, a public trees is any tree with one-half or more of its trunk or branches on or above public land.

SACRAMENTO COUNTY GENERAL PLAN

The Conservation Element of the County General Plan includes the following polices for preservation of native trees:

CO-137 Mitigate for the loss of native trees for road expansion development consistent with General Plan polices and/or the County Tree Preservation Ordinance.

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

PROJECT NATIVE TREE SETTING

An arborist report was prepared for the project site (provided in Appendix F to this IS/MND), which identified 145 oak trees in the project vicinity.

NON-NATIVE TREES AND CANOPY

The Sacramento County General Plan Conservation and Environmental Justice (EJ) Elements contain several policies aimed at preserving tree canopy within the County which include:

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

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

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

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

EJ-23 The County will achieve equitable tree canopy in EJ Communities.

The 15-year shade cover values for tree species referenced in policy CO-145 are also referenced by the Sacramento County Zoning Code, Chapter 30, Article 4, and the list is maintained by the Sacramento County Department of Transportation, Landscape Planning and Design Division. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region. Policy EJ-23 was adopted because there is a disproportionate lack of tree canopy cover in identified EJ communities. This policy is guided by an implementation measure which identifies that during CEQA review, project (public and private) tree impacts shall be mitigated by providing an extra 25 percent tree replacement in the same EJ community where the impact occurs (i.e., 125 percent).

PROJECT NON-NATIVE TREE AND TREE CANOPY SETTING

Several non-native and ornamental trees are located along the proposed project alignment.

DISCUSSION OF PROJECT IMPACTS

SPECIAL-STATUS PLANT SPECIES

A significant impact could occur if the proposed project removed or modified the habitat for, or otherwise directly or indirectly affected, any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife (CDFW) or USFWS.

As noted above, Sanford's arrowhead was found within the Goat Creek channel in the project Study Area. No other federal- or state-listed plant species were identified during the field survey within the proposed alignment. Sanford's arrowhead is designated as a federal species of special concern and is listed by the California Native Plant Society's Inventory of Rare and Endangered Plants as category 1B.2 (i.e. rare throughout its range in California with a moderate probability of going extinct). Sanford's Arrowhead, was identified directly east and west of the box culvert within the Goat Creek channel below the Scotland Drive ROW (reference plate IS-5). Approximately 50-100 individual plants were observed.

The project is proposing to tunnel under the Goat Creek channel, with the launching and receiving shafts for the tunneling construction equipment located entirely within the Scotland Drive ROW. No construction activities would occur within the Goat Creek channel; as such, no direct impacts to Sanford's arrowhead, such as trampling or uprooting, would occur. Project construction activities may result in indirect impacts to

Sanford's arrowhead through water quality degradation. Potential impacts related to pollutants and runoff are addressed in Section 10, Hydrology and Water Quality. As discussed therein, the project would be required to obtain a Construction General Permit, which requires a project-specific Storm Water Pollution Prevention Plan (SWPPP) to be developed and implemented to control pollutants in stormwater discharges through structural and non-structural measures during construction activities. The project would also be required to comply with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 16.44 of the County Code respectively), ensuring that the project would not result in significant adverse effects to Goat Creek. Therefore, with adherence to existing regulations and requirements, indirect impacts to special status plant species would be ***less than significant***.

No vegetation would be impacted during operations and minimal routine maintenance of the project, which would be located entirely underground. Therefore, operational impacts related to special status-plant species would be ***less than significant***.

SPECIAL-STATUS WILDLIFE SPECIES

As stated above, there is suitable habitat for several special-status wildlife species in the Study Area, including Crotch's bumble bee, western pond turtle, western burrowing owl, and three raptor species, including Cooper's hawk, Swainson's hawk, and white-tailed kite. However, none were observed during the initial field survey. Further, the Study Area is not designated as critical habitat for any listed species. Nonetheless, since these species have potential to occur within the Study Area, discussions of potential impacts to each species are included in the following paragraphs. It should be noted that, during operation, all project facilities would be located underground, and operational and maintenance activities would be conducted at manholes within paved roadways. As such, the discussions below focus on potential impacts during construction activities.

CROTCH'S BUMBLE BEE

Suitable foraging habitat for Crotch's bumble bee is provided in annual grasslands in the Study Area. All construction activities would occur within the existing paved ROWs along the proposed alignment, with the exception of the trenching activities to cross the Unnamed Creek channel, some of which would occur within the channel, and the work area at the southern end of the alignment within the McClellan Airport property (refer to Plate IS-4). Additionally, all staging areas would be located within existing paved ROWs and/or previously disturbed areas. Neither the construction work zone, nor the staging areas contain annual grassland. As such, suitable foraging habitat for Crotch's bumble bee would not be affected during construction activities. Therefore, ***no impact*** to this species would occur.

WESTERN POND TURTLE

Suitable habitat for western pond turtle is present in the Goat Creek and Unnamed Creek channels. No construction activities would occur within the Goat Creek channel; as such, no impacts to western pond turtle would occur at this location during construction. The alignment would cross the Unnamed Creek channel using the open trench method. As such, construction activities, such as excavation, could occur within the Unnamed Creek

channel, which may affect western pond turtles present in the area. Therefore, Mitigation Measure BIO-1 would be required to reduce potential impacts to western pond turtles. The California Fish and Wildlife has not published mitigation or other regulatory guidance for the treatment of impacts to this species. As a result, mitigation is focused on preventing construction activities from resulting in direct mortality of a western pond turtle. As outlined in Mitigation Measure BIO-1, surveys would be required 24-hours prior to ground-disturbing activity to ensure that there are no western pond turtles within or near the construction area. Impacts to western pond turtles during construction activities at the Unnamed Creek channel would be ***less than significant with mitigation incorporated***.

WESTERN BURROWING OWL

Suitable habitat for western burrowing owl is present in culverts, such as those at the Goat Creek and Unnamed Creek channels. No construction activities would occur within the Goat Creek channel; as such, no impacts to western burrowing owl would occur at this location during construction. The alignment would cross the Unnamed Creek channel using the open trench method. As such, construction activities, such as excavation, could occur within the Unnamed Creek drainage culverts, which may affect burrowing owl in the area. Therefore, Mitigation Measure BIO-2 would be required to reduce potential impacts to burrowing owls. Impacts to burrowing owls during construction activities at the Unnamed Creek channel would be ***less than significant with mitigation incorporated***.

SWAINSON'S HAWK

Suitable foraging and nesting habitat for Swainson's hawk is provided in grassland habitat and mature trees within the Study Area. The only portion of the project site containing grassland is at the southern end of the proposed alignment within the McClellan Airport property, which contains non-native grassland. The McClellan Airport property has been previously disturbed and functions as an operating airport facility. The project footprint within this area is minimal (approximately 500 square feet) and will only be disturbed for a short duration of time. The temporal loss of potential foraging habitat is not considered a significant impact. Mature trees along the project alignment may provide suitable habitat for nesting Swainson's hawk. Impacts associated with nesting habitat are described below in the "Nesting Raptors and Birds" discussion below. Impacts to Swainson's hawk during construction would be ***less than significant***.

NESTING RAPTORS AND BIRDS

Mature native and ornamental trees in the Study Area provide potentially suitable nesting habitat for raptors, including Swainson's hawk, and urban bird species. As a result, raptors and other bird species protected by the MBTA and by California Fish and Game Code have the potential to nest in the Study Area. The project would remove portions of the roots of two trees within the Study Area, but tree removal is not anticipated. Thus, the project would not result in direct impacts to nesting raptors or other bird species or their associated habitat.

Indirect impacts to nesting raptors and other bird species within the Study Area could occur during construction as a result of noise, dust, and increased human presence resulting from construction activities. Such disturbances could result in increased nestling

mortality due to nest abandonment or decreased feeding frequency. Therefore, indirect impacts would be considered significant. However, by implementing and adhering to Mitigation Measure BIO-1, related to pre-construction bird surveys and providing qualified biological monitors as necessary, indirect impacts to nesting raptors and other bird species protected under the MBTA and by California Fish and Game Code would minimize potential impacts to nesting raptors and birds With implementation of Mitigation Measure BIO-3, requiring pre-construction nesting raptor and bird surveys, the proposed project would not result in significant impacts to nesting raptors and other bird species protected under the MBTA and by California Fish and Game Code. The impact would be ***less than significant with mitigation incorporated***.

SENSITIVE NATURAL COMMUNITIES

Sensitive natural communities are those that are designated as rare in the region by the CNDDB, support special-status plant or wildlife species, or receive regulatory protection (i.e., Section 404 of the Clean Water Act and/or Sections 1600 et seq. of the California Fish and Game Code).

The Study Area contains valley oak woodland, considered a sensitive natural community, adjacent to the Goat Creek channel. No trees would be removed as part of the construction activities at the Goat Creek channel crossing. Upon completion, all project facilities would be located underground, and operational and maintenance activities would be conducted at manholes within paved roadways. Therefore, impacts to sensitive natural communities would be ***less than significant.***

MIGRATORY CORRIDORS

The proposed relief sewer pipeline alignment would be located in an urbanized area of unincorporated Sacramento County and located primarily within existing paved roadways. The Study Area does not occur within or intersect a recognized or established regional wildlife corridor; however, the pipeline would cross the Goat Creek channel on the north end of the proposed alignment. Though Goat Creek may provide opportunities for localized wildlife movement, the proposed project would not result in significant impacts to the channel with approval of required permits, as discussed further below. Trees within and adjacent to the Study Area provide some opportunities for cover, resting, foraging, and nesting to localized bird populations; however, they do not provide functions as a significant wildlife movement corridor.

Upon completion of construction activities, the proposed project would be located entirely underground and routine maintenance activities would occur via the manholes located within the road ROW. Therefore, construction and operational activities associated with the project are not anticipated to affect wildlife movement and impacts would be ***less than significant***.

AQUATIC RESOURCES

The proposed project would require crossing at the Goat Creek and Unnamed Creek at the northern end of the proposed project alignment. Both Goat Creek and the Unnamed

Creek are considered waters of the U.S. Additionally, as both features are considered waters of the U.S., they also qualify as waters of the state.

Potential impacts related to pollutants and runoff are addressed in the Initial Study Checklist, Section 10, Hydrology and Water Quality. As discussed therein, the project would be required to obtain a Construction General Permit, which requires a project-specific Storm Water Pollution Prevention Plan (SWPPP) to be developed and implemented to control pollutants in stormwater discharges during construction activities. The project would also be required to comply with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 16.44 of the County Code respectively), ensuring that the project would not result in significant adverse effects to Goat Creek and the Unnamed Creek.

Due to construction activities proposed to occur over the Goat Creek channel and within the Unnamed Creek channel, the following permits would be required to implement the proposed project:

- Section 404 Nationwide Permit 58 for Water Utility Line Activities for Goat Creek Crossing and Unnamed Creek Drainage Crossing with approval from the U.S. Army Corps of Engineers. This permit allows discharges that will have only minimal adverse effects, including utility line backfilling, and includes requirements for construction activities, such as properly storing excavation material and stabilizing exposed slopes.

- Section 1600 Lake and Streambed Alteration Agreement for the Unnamed Creek Drainage Crossing with approval from the CDFW. CDFW would determine if the project would substantially adversely affect existing fish or wildlife resources and provide measures to protect such resources.

- Section 401 Water Quality Certification for Goat Creek Crossing and the Unnamed Creek Drainage Crossing with approval from the Central Valley Regional Water Control Board. This permit allows activities that may result in a discharge into waters of the U.S. and contains waste discharge requirements.

Approval of the required permits would reduce any potential impacts to the waters of the U.S. and the state. As both Goat Creek and the Unnamed Creek are dry most of the year, construction activities are anticipated to occur when there is no active flow, reducing the potential for polluted runoff to occur. Additionally, Mitigation Measure BIO-4 would be implemented to ensure no net loss of wetlands in accordance with County General Plan policies. Therefore, impacts to streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies, and impacts would be ***less than significant with mitigation incorporated***.

NATIVE TREES

As discussed, several native oak trees were identified in the project vicinity. Implementation of the proposed project would not require the removal of any trees. However, construction activities associated at the Unnamed Creek crossing may

indirectly impact native oak trees. Where the alignment crosses the Unnamed Creek crossing, construction would require removal of roots (if present) under the paved roadway for two live oaks (tree 351 and 369) at that location. The portions of the root zones of these two native oak trees are located within the footprint of the existing road ROW, which is an impervious surface. As such, impacts to the root zones of these trees would not be considered new impacts. No other construction impacts are anticipated since construction is located within the paved roadway. Therefore, impacts to native trees would be ***less than significant***.

NON-NATIVE TREES AND TREE CANOPY

As discussed, several non-native and ornamental trees are located adjacent to the proposed alignment. No removal of non-native trees or tree canopy would be required for implementation of the proposed project. Therefore, ***no impact*** to non-native trees and tree canopy would occur.

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; or
- 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 Resource Setting

A Cultural Resources Survey Report was prepared for the project by ESA; however, this report is not publicly available due to the confidentiality of cultural resources. The Cultural Resources Survey Report considered the footprints of two alignment alternatives. As such, the Area of Potential Effects (APE) encompasses the footprints of both alternatives. However, Alternative 2 is the proposed project alignment. Thus, the project's potential to result in impacts to cultural resources is based on the results of the Cultural Resources Survey Report pertaining to Alternative 2.

A search of records and historical information on file at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) was conducted on June 1, 2022, for the APE. The APE for the proposed project includes all areas where ground-disturbing activities would occur, including work, access, and staging areas, and includes the pipeline installation alignment and a 60-foot-wide buffer to accommodate work areas. Two creek crossings are included in the APE at Goat Creek and Unnamed Creek. Depth of ground disturbance will vary along the pipeline alignment and would not exceed 35 feet below the existing surface, with the exception of the receiving shaft within the McClellan Airport property for the tunneling activities used to cross the Elkhorn Boulevard/28th Street intersection, which would reach 40 feet below ground surface.

Records at the NCIC indicate that there have been five cultural resources studies completed that include some portion of the APE. None of these studies identified any cultural resources within the APE. Records at the NCIC include two previously recorded pre-contact cultural resources within 0.5 mile of the APE. Neither of these resources would be impacted by the project. Three previously recorded historic-era cultural resources are within 0.5 mile of the APE and would not be impacted by the project.

Two historic-era cultural resources have been recorded within or immediately adjacent to the APE. Goat Creek Bridge was constructed in 1939 and is listed as a Category 5 bridge on the Caltrans Historical Significance Bridge Inventory. The bridge is not considered a historical resource or historic property. Resource P-34-000659 are features related to a former ranch complex, located adjacent to the APE. Resource P-34-000659 is recorded outside of the project alignment footprint.

On June 15, 2022, ESA archaeologist Matt Mattes conducted a field survey of the project site, including a windshield survey of paved roadways and an intensive survey of unpaved and landscaped areas. No pre-contact Native American cultural materials such as midden soil or lithic fragments were observed. The cattle pen and other features associated with P-34-000659 were noted; these features are not located within the proposed project footprint and would not be impacted by the proposed project. No other historic-era cultural resources were identified during the survey.

Discussion of Project Impacts

Based on the records search, environmental context, and survey results, there are no known significant cultural resources in the APE and the proposed project appears to have a low potential to uncover previously unrecorded buried cultural resources.

As discussed above, Goat Creek Bridge is not considered a historic resource or property, and Resource P-34-000659 is recorded outside of the project alignment footprint. Thus, neither resource would be impacted by the proposed project. Based on the assessment of historical resources in relation to the project APE and the fact that all project facilities would be located underground and would not be visible, there would be no adverse change in the significance of a historical resource, and ***no impact would occur***.

Based on the results of the archival research and field survey, there is low potential that archaeological resources would be encountered during ground-disturbing activities for the proposed project construction. The project alignment has been subject to previous road and underground utility construction activity.

There are no cemeteries or known burial grounds located within the project vicinity. Based on the results of the archival research and field survey, there is low potential for such sites to be encountered during ground-disturbing activities. Additionally, soils throughout the project alignment have been previously disturbed by subsurface construction activities, including road and utility construction.

Although the APE has been previously disturbed, the proposed project would require excavations to 23 feet deep for the trenches and up to 40 feet deep for trenchless construction. As such, the inadvertent discovery of cultural resources or human remains cannot be entirely discounted. Therefore, the proposed project would implement Mitigation Measure CUL-1, requiring a cultural resources and tribal cultural resources sensitivity and awareness training program for all construction personnel; Mitigation Measure CUL-2, requiring specific protocol in the unanticipated discovery of archaeological resources; and Mitigation Measure CUL-3, requiring specific protocol in the unanticipated discovery of human remains. Therefore, project impacts to archaeological resources and human remains would be ***less than significant with mitigation incorporated***.

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:

  a) 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

  b) 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

Environmental Science Associates (ESA) submitted a Sacred Lands File Search (SLFS) request to the Native American Heritage Commission (NAHC) on May 31, 2022. On July 14, 2022, the NAHC responded that the SLFS results were negative for the project site.

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 notification of Sacramento County projects on July 11, 2022. Two tribes requested consultation, including the United Auburn Indian Community of the Auburn Rancheria and the Shingle Springs Band of Miwok Indians. SacSewer met with representatives from the United Auburn Indian Community of the Auburn Rancheria and the Shingle Springs Band of Miwok Indians on August 18, 2022. Tribal representatives from the Shingle Springs Band of Miwok Indians requested to review the project alignment and to be contacted at the start of construction.

DISCUSSION OF PROJECT IMPACTS

Through consultation under CEQA, no tribal cultural resources have been identified within the project area; however, during the AB 52 consultation with Native American contacts, tribal monitoring and ongoing consultation was requested through completion of project construction. Unknown tribal cultural resources could potentially be encountered, particularly during ground-disturbing activities; therefore, implementation of Mitigation Measure TCR-1, requiring Native American monitoring during ground disturbing activities, and ongoing consultation with Native American representatives would be required. Therefore, project impacts to tribal cultural resources will be ***less than significant with mitigation incorporated***.

HAZARDS AND HAZARDOUS MATERIALS

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

- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials; or
- 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

HAZARDS AND HAZARDOUS MATERIALS SETTING

An Environmental Screening Technical Memorandum (Environmental Screening) was prepared for the project by Woodward & Curran Inc., which is included as Appendix G to this IS/MND. The Environmental Screening considered the footprints of two alignment alternatives. However, Alternative 2 is the proposed project alignment. Thus, the project's potential to result in impacts related to hazards and hazardous materials is based on the results of the Environmental Screening pertaining to Alternative 2.

The Environmental Screening included a review of federal, tribal, and state environmental databases to obtain any listed information concerning the project alignment and surrounding properties. The Environmental Screening did not include a site visit or interviews conducted with property representatives or federal, state, or local officials. The Environmental Screening identified three environmental concerns.

The first environmental concern pertains to the southern end of the subject property south of Elkhorn Boulevard, which extends onto the McClellan Airport (previously McClellan Air Force Base). This segment of the proposed alignment is located in the Dredge Material Deposition Area, which contains materials dredged from creeks on-base, excluding the Rio Linda and Robla creeks. However, the Robla Creek and Dredge Material Deposition Area do not pose unacceptable hazards to ecological receptors and no contaminants of concern were identified for the Dredge Material Deposition Area. The area reportedly contains levels of contaminants, primarily pesticides and dioxins, that were detected in soil and sediment samples, but the associated risks to human health and ecological receptors are low and found to be acceptable. No additional action was recommended nor taken for this area.

The second environmental concern pertains to three reportable hazardous material incidents that occurred at the corner of 28th Street and Q Street in the 1990s. These incidents included releases of waste motor oil and multiple auto waste products. The hazardous materials were reportedly contained or cleaned up but detailed records were not available to review. A third release was reported at this location but no details were available.

The third environmental concern pertains to aerial photographs which indicate the northern portion of the subject property along Tartan Drive, Scotland Drive and where the proposed alignment would connect from Scotland Drive to 28th Street had a history of agricultural use from at least 1937 to 1957. Historical Agricultural uses in the properties adjacent to the proposed alignment may have resulted in the potential presence of residual pesticides, herbicides, fertilizers, and/or other chemicals associated with agricultural operations.

DISCUSSION OF PROJECT IMPACTS

Construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities would include the use of hazardous materials typical of construction (i.e., fuel and lubricants for construction equipment). These materials are not

considered acutely hazardous. All handling, storage, and disposal of these materials are regulated by the California Department of Toxic Substances Control, USEPA, and the Sacramento Metropolitan Fire District. Construction of the proposed project would also involve the excavation and transport of demolished paving materials (e.g., asphalt, concrete, roadbed fill materials). The transport and disposal of construction-related hazardous materials would comply with applicable health and safety laws and regulations. Therefore, construction activities would not create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be ***less than significant***.

Though not anticipated, construction activities would require soil excavation which may encounter contaminated soils. As discussed above, documented releases of hazardous materials have affected soil conditions in the project area. However, the risks to human health and ecological receptors associated with the Dredge Material Deposition Area were determined to be low and acceptable, and the hazardous material incidents at the corner of 28th Street and Q Street were reportedly contained, cleaned up, or had no available details. Aerial photographs of the northern portion of the project alignment indicate the potential presence of chemicals associated with agricultural operations, though there are no associated reported incidents.

In the event that contaminated soils are encountered, the soils would be treated in place, or excavated, transported, and disposed of in accordance with applicable regulatory agency requirements, which could include the Sacramento Metropolitan Fire District, Central Valley Regional Water Quality Control Board, and/or the Department of Toxic Substances Control. Further, worker safety and health are regulated by the federal Occupational Safety and Health Administration (OSHA) and Division of Occupational Safety and Health of California (CalOSHA). OSHA and CalOSHA standards establish exposure limits for certain hazardous contaminants. Compliance with Cal/OSHA standards for hazardous waste operations (Title 8 CCR 5192) would be required for those individuals involved in the investigation or cleanup work. Exposure limits define the maximum amount of hazardous chemicals to which an employee may be exposed over specific periods. Employers are also required to provide a written health and safety program, worker training, emergency response training, and medical surveillance. Compliance with regulations would limit both the frequency and severity of potential releases of hazardous materials. Therefore, with compliance with applicable regulations, construction activities would not result in a substantial hazard to the public or the environment, and impacts would be ***less than significant***.

Operation of the proposed project would not require the routine transport, use, or disposal of hazardous materials as the proposed project would operate as a relief sewer. Municipal sewage is excluded from the USEPA definition of hazardous waste.[7] Therefore, with

[7] United States Environmental Protection Agency, Criteria for the Definition of Solid Waste and Solid and Hazardous Waste Exclusions, available at: https://www.epa.gov/hw/criteria-definition-solid-waste-and-solid-and-hazardous-waste-exclusions, accessed May 21, 2023.

adherence to applicable regulations, the impact related to the routine transport, use, or disposal of hazardous materials would be ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY BACKGROUND

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. SB 32 extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.[8]

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

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

Goals in the section on agriculture focus on promoting the consumption of locally-grown produce, protection of local farmlands, educating the community about the intersection of agriculture and climate change, educating the community about the importance of open space, pursuing sequestration opportunities, and promoting water conservation in agriculture. Actions related to these goals cover topics related to urban forest management, water conservation programs, open space planning, and sustainable agriculture programs.

Goals in the section on energy focus on increasing energy efficiency and increasing the usage of renewable sources. Actions include implementing green building ordinances and

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

programs, community outreach, renewable energy policies, and partnerships with local energy producers.

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

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

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

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

The commitment to a Communitywide CAP is identified in General Plan Policy LU-115 and associated Implementation Measures F through J on page 117 of the General Plan Land Use Element. This commitment was made in part due to the County’s General Plan Update process and potential expansion of the Urban Policy Area to accommodate new growth areas. General Plan Policies LU-119 and LU-120 were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. This second phase CAP is intended to flesh out the strategies involved in the strategy and framework CAP, and will include economic analysis, intensive vetting with all internal departments, community outreach/information sharing, timelines, and detailed performance measures. County Staff prepared a final draft of the CAP, which was heard at the Planning Commission on October 25, 2021. The CAP was brought to the Board of Supervisors (BOS) as a workshop item on March 23, 2022. The CAP was revised based upon input received from the BOS and a final CAP was brought back before the BOS for approval, on September 27, 2022. Based on comments received Sacramento County is revising the CAP and preparing a Subsequent

Environmental Impact Report to analyze the potential impacts of the revised CAP and a Notice of Preparation will be distributed for public review at a future date.

Thresholds of Significance

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

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

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

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.

- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.

    - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)

    - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels (equivalent to 1,100 metric tons of CO2e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO2e per year after implementation of Tier 1 Best Management Practices, the

project is determined to result in a less than cumulatively considerable contribution and requires no further action.

Projects that do not exceed 1,100 metric tons of CO2e per year require no further action. For projects that exceed 1,100 metric tons of CO2e per year, compliance with BMP 3 is also required and includes:

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

SMAQMD's GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-7.

Table IS-7: SMAQMD Thresholds of Significance for Greenhouse Gases

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas as CO_2e	1,100 metric tons per year	1,100 metric tons per year
Stationary Source Only		
	Construction Phase	Operational Phase
Greenhouse Gas as CO_2e	1,100 metric tons per year	10,000 metric tons per year

Methodology

The potential amount of GHG emissions generated by the proposed project were calculated using CalEEMod, version 2022.4.0 (refer to the Greenhouse Gas Emissions modeling sheets contained in Appendix B to this IS/MND). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model is the most current emissions model approved for use in California by the SMAQMD.

Discussion of Project Impacts

Construction-Generated Greenhouse Gas Emissions

GHG emissions associated with construction activities of the project would occur for a short-term, temporary timeframe and would consist primarily of emissions from equipment exhaust. It should be noted that implementation of Tier 1 Best Management Practices would not apply to the proposed project because the project would not be considered an operational land use that generates GHG emissions after construction of the pipeline. Based on the CalEEMod modeling, project construction would result in the generation of approximately 39 metric tons of CO_2e per year during construction. After construction activities conclude, generation of these GHG emissions would cease. Annual construction emissions generated by the project would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO_2e. As such, the proposed project would be

within the screening criteria for construction-related impacts related to air quality. Therefore, construction-related GHG impacts would be considered ***less than significant***.

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

Following completion of construction activities, all proposed facilities would be located underground and would not generate GHG emissions, and ***no impact*** would occur.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures AES-1, AIR-1, GEO-1, BIO-1 through BIO-4, CUL-1 through CUL-3, and TCR-1 are critical to ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

Mitigation Measure AES-1: Nighttime Construction Lighting

If the use of nighttime lighting is necessary during construction, all lighting shall be shielded and focused on the construction site away from sensitive receptors.

Mitigation Measure AIR-1: Basic Construction Emission Control Practices

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

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic.

MITIGATION MEASURE GEO-1: UNANTICIPATED DISCOVERY PROTOCOL FOR PALEONTOLOGICAL RESOURCES

In the event that paleontological resources are encountered during earth-disturbing activities, all construction activities within 100 feet of the discovery shall be temporarily halted. A qualified professional paleontologist shall evaluate the find. If the qualified professional paleontologist finds that the resource is not a significant fossil, then work may resume immediately. If the qualified professional paleontologist finds the resource is potentially significant, then the qualified professional paleontologist shall make recommendations for appropriate treatment in accordance with Society for Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance, recovery, and/or curation, as appropriate. The County shall determine the appropriate treatment of the find based upon the recommendations of the qualified professional paleontologist. Work cannot resume within the 100-foot no-work radius until the County, through consultation as appropriate, determines that appropriate treatment measures have been completed to the satisfaction of the County. Any fossils recovered during mitigation shall be cleaned, identified, catalogued, and permanently curated with an accredited and permanent scientific institution with a search interest in the materials.

MITIGATION MEASURE BIO-1: WESTERN POND TURTLE

To avoid construction impacts to western pond turtles the following shall apply:

- Twenty-four hours prior to the commencement of ground-disturbing activity (i.e. clearing, grubbing, or grading) suitable habitat within the project area shall be surveyed for western pond turtle by a qualified biologist. The survey shall include aquatic habitat and 1,650 feet of adjacent uplands surrounding aquatic habitat within the project area. The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the Environmental Coordinator prior to ground disturbing activity.

- Construction personnel shall receive worker environmental awareness training. This training instructs workers how to recognize western pond turtles and their habitat.

- If a western pond turtle is encountered during active construction, all construction shall cease until the animal has moved out of the construction area on its own or relocated by a qualified biologist. If the animal is injured or trapped, a qualified biologist shall move the animal out of the construction area and into a suitable habitat area. California Fish and Wildlife and the Environmental Coordinator shall be notified within twenty-four hours that a turtle was encountered.

MITIGATION MEASURE BIO-2: WESTERN BURROWING OWL

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

construction will encroach within 500 feet of suitable habitat. Surveys shall be conducted in accordance with the following:

- A survey for burrows and owls shall be conducted by walking through suitable habitat over the entire project site and in areas within 150 meters (approximately 500 feet) of the project impact zone.

- Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines shall be no more than 30 meters (approximately 100 feet) and shall be reduced to account for differences in terrain, vegetation density, and ground surface visibility, as appropriate. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors shall maintain a minimum distance of 50 meters (approximately 160 feet) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons.

- If no occupied burrows or burrowing owls are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the Environmental Coordinator and no further mitigation is necessary.

- If occupied burrows or burrowing owls are found, then a complete burrowing owl survey is required. This consists of a minimum of four site visits conducted on four separate days, which must also be consistent with the Survey Method, Weather Conditions, and Time of Day sections of Appendix D of the California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012). A survey report shall be submitted to the Environmental Coordinator which is consistent with the Survey Report section of Appendix D of the California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012).

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

MITIGATION MEASURE BIO-3: PRE-CONSTRUCTION NESTING RAPTOR AND BIRD SURVEYS

Construction shall occur outside of the nesting bird season (generally February 15 through September 15, and as early as January for raptors). If construction outside this time period is not feasible, the following measures shall be employed to avoid and

minimize impacts to nesting raptors and other bird species protected under the MBTA and California Fish and Game Code:

- A pre-construction nesting bird survey shall be conducted by a qualified biologist within 7 days prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. All nests found shall be recorded.

- If construction activities must occur within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor, a qualified biologist shall monitor the nest on a weekly basis and the construction activity shall be postponed until the biologist determines that the nest is no longer active. The buffers would be increased if needed to protect the nesting birds.

- If the recommended nest avoidance buffer is not feasible, the qualified biologist shall determine whether an exception is possible and obtain concurrence from the appropriate resource agency before construction work can resume within the avoidance buffer zone. All work shall cease within the avoidance buffer zone until either agency concurrence is obtained or the biologist determines that the adults and young are no longer reliant on the nest site.

MITIGATION MEASURE BIO-4: WETLANDS AND WATER OF THE U.S

Prior to the start of construction activity at the Goat Creek channel and the Unnamed Channel crossings, the applicant shall obtain all applicable permits from the Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Wildlife. In addition, and pursuant to policy CO-58 and 59 of the County General Plan Conservation Element, the applicant shall perform one or a combination of the following measures to ensure no net loss of wetlands resulting from implementation of the proposed project if such mitigation is not already required as part of the regulatory permitting process for the project:

A. Where a Section 404 Permit has been issued by the Army Corps of Engineers, or an application has been made to obtain a Section 404 Permit, the Mitigation and Management Plan required by that permit or proposed to satisfy the requirements of the Corps for granting a permit may be submitted for purposes of achieving a no net-loss of wetlands. The required Plan shall be submitted to the Sacramento County Environmental Coordinator, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service for approval prior to its implementation.

B. If regulatory permitting processes result in less than a 1:1 compensation ratio for loss of wetlands, the Project applicant shall demonstrate that the wetlands which went unmitigated/uncompensated as a result of permitting have been mitigated through other means. Acceptable methods include payment into a mitigation bank or protection of off-site wetlands through the establishment of a permanent conservation easement, subject to the approval of the Environmental Coordinator.

Mitigation Measure CUL-1: Cultural Resources Awareness Training

SacSewer shall provide a cultural resources and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction, including field consultants and construction workers. The training program will be developed in coordination with a Secretary of the Interior- qualified archaeologist. SacSewer will invite affiliated Native American tribal representatives to participate. The training program will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located in the Project vicinity and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training program will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans.

Mitigation Measure CUL-2: Unanticipated Discovery Protocol for Cultural Resources

If pre-contact or historic-era archaeological resources are encountered during project implementation, all construction activities within 100 feet shall halt, and a qualified archaeologist that meets the Secretary of Interior's Professional Standards for Archaeology shall inspect the find within 24 hours of discovery and notify SacSewer of their initial assessment. If the find is deemed pre-contact, affiliated Native American tribal representatives will be invited to evaluate the find. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse.

If SacSewer determines, based on recommendations from a qualified archaeologist that meets the Secretary of Interior's Professional Standards for Archaeology and affiliated Native American tribal representatives (if the resource is Native American related), that the resource may qualify as a historical resource or unique archaeological resource (defined in CEQA Guidelines Section 15064.5), a tribal cultural resource (defined in PRC Section 21080.3), or a historic property (defined in the National Historic Preservation Act), the resource shall be avoided, if feasible. This may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If avoidance is not feasible, SacSewer shall work with a Secretary of the Interior-qualified archaeologist and affiliated Native American tribal representatives (if the resource is Native American-related) to determine treatment measures to avoid, minimize, or mitigate

any potential impacts or adverse effects to the resource. This shall include documentation of the resource and may include data recovery, if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource.

Mitigation Measure CUL-3: Unanticipated Discovery Protocol for Human Remains

In the event of discovery or recognition of any human remains during project implementation, construction activities within 100 feet of the find shall cease until the County Coroner has been contacted to determine that no investigation of the cause of death is required. The Coroner shall contact the Native American Heritage Commission within 24 hours, if the Coroner determines the remains to be Native American in origin. The Commission will then identify the person or persons it believes to be the most likely descendant from the deceased Native American (PRC Section 5097.98), who in turn would make recommendations to SacSewer for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5[d]).

Mitigation Measure TCR-1: Native American Monitoring

To minimize the potential for destruction of or damage to existing or previously undiscovered archaeological and cultural resources and to identify any such resources at the earliest possible time during project-related earthmoving activities, the project applicant and its construction contractor(s) will implement the following measures:

1. Paid Native American Monitors from the United Auburn Indian Community of the Auburn Rancheria and the Shingle Springs Band of Miwok Indians will be invited to monitor the vegetation grubbing, stripping, grading, or other ground-disturbing activities in the project area to determine the presence or absence of any tribal cultural resources. Native American Representatives from culturally affiliated tribes act as a representative of their Tribal government and shall be consulted before any cultural studies or ground-disturbing activities begin.

2. Native American Representatives and Native American Monitors have the authority to identify sites or objects of significance to Native Americans and to request that work be stopped, diverted, or slowed if such sites or objects are identified within the direct impact area; however, only a Native American Representative can recommend appropriate treatment of such sites or objects.

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 Division staff costs, and the costs of any technical consultant services incurred during implementation of this 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 proposed alignment would be located entirely underground and primarily within the existing road ROW. The project would not require land use or zoning changes. Following completion of construction activities, the ROW would be returned to existing conditions. Thus, the proposed project would not conflict with existing land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.
b. Physically disrupt or divide an established community?				X	The proposed alignment would be located within existing roadways. The installation of pipelines within the road ROW would necessitate temporary vehicle lane closures, and vehicular and pedestrian traffic would be detoured around the construction zone. However, no streets or sidewalks would be permanently closed as a result of the proposed project. Following installation of the proposed project, the roadways would be returned to their existing conditions, and no separation of uses or disruption of access between land use types would occur. As such, the proposed project would not physically divide an established community, and there would be no impact.
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 project does not include new housing or nonresidential development that would induce unplanned population growth. The proposed project would install a relief sewer pipeline to address existing and future capacity issues and would provide a long-term facility that minimizes the need for maintenance activities. Construction of the proposed project is scheduled to begin in August 2024 and is anticipated to last approximately 12 months. Given the temporary nature of construction industry jobs, the relatively large regional

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					construction industry, and the relatively nominal total number of construction workers needed during any construction phase, the labor force from within the region would be sufficient to complete project construction without an influx of new workers and their families. Accordingly, construction employment generated by the proposed project would not impact population within the area. Additionally, the proposed project would be implemented to accommodate planned growth in the area. Therefore, implementation of the proposed project would not directly or indirectly induce population growth, and there would be no impact.
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	Construction activity would primarily occur within existing road ROWs. The proposed project would not require the removal of existing housing. In addition, no persons would be displaced as a result of implementation of the proposed project. Therefore, the proposed project would not affect the number or availability of existing housing in the area and would not necessitate the construction of replacement housing elsewhere. No impact would occur.
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	According to the California Department of Conservation's Important Farmland Finder Map, the parcels along the proposed alignment are classified as Urban and Built-Up Land, Other Land, Grazing Land, and Unique Farmland.[9] Although the proposed alignment would be in the vicinity of Unique Farmland, construction and operational activities would occur primarily within the existing, paved roadways, with the exception of the Goat Creek crossing at the northern end of the alignment and the portion connecting to the existing UNWI 5/6 in the McClellan

[9] California Department of Conservation, Important Farmland Finder, available at: https://maps.conservation.ca.gov/DLRP/CIFF/, accessed May 12, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					Airport property at the southern end of the alignment. No portion of the proposed alignment would encroach onto parcels identified as Unique Farmland. Therefore, the project would not convert farmland to uses not conducive to agricultural production and no impact would occur.
b. Conflict with any existing Williamson Act contract?				X	There are no Willamson Act contracts on or adjacent to the proposed project alignment.[10] Therefore, the project would not conflict with the provisions of the Williamson Act and no impact would occur.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The proposed project would install a relief sewer pipeline and associated facilities primarily within existing paved roadways. Although some of the parcels adjacent to the project alignment are classified as Unique Farmland, the project would not impact these areas. Therefore, the project would not introduce incompatible uses in the vicinity of existing agricultural uses and no impact would occur.
4. **AESTHETICS -** Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The Sacramento County General Plan Circulation Element identifies several official State and County scenic highways and corridors within the County, such as the River Road (State Route 160), Garden Highway, and a portion of Isleton Road.[11] The closest scenic highway or corridor to the project alignment is Interstate 80, which is located approximately 3.3 miles south of the southernmost portion of the project alignment. As such, no portion of the project is located in a scenic highway, corridor, or vista.

[10] Sacramento County Open Data, Williamson Act Parcels, available at: https://data-sacramentocounty.opendata.arcgis.com/datasets/, accessed May 12, 2023.
[11] Sacramento County, amended October 2022, General Plan – Circulation Element, page 38.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					Construction activities for the project would be intermittent and temporary and would not permanently impact existing viewsheds. Upon completion of construction, all proposed facilities would be located entirely underground. Therefore, the proposed project would not substantially alter existing viewsheds, and no impact would occur.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	Upon completion of construction, all proposed facilities would be located entirely underground. Therefore, the project would not substantially degrade the visual character or quality of the site in a non-urbanized area, and no impact would occur.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X	The project site is located in an urbanized area, partially within the McClellan North Special Planning Area. The properties along the proposed alignment are zoned for light industrial, agricultural residential, and residential uses.[12] Upon completion of construction, all proposed facilities would be located entirely underground. No new land uses would be introduced. As such, the proposed project would be consistent with applicable zoning and other regulations governing scenic quality. Therefore, no impacts would occur.
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 proposed project is anticipated to be constructed during daylight hours, generally Monday through Friday from 7:00 am to 6:00 pm; however, some nighttime construction work may be required. The proposed project would be located entirely underground and would not be visible once completed. With implementation of Mitigation Measure AES-1, impacts related to light and glare during construction would be less than significant. Refer to the Aesthetics discussion in the Environmental Effects section above.

[12] Sacramento County, Online Map, available at: https://generalmap.gis.saccounty.gov/JSViewer/county_portal.html#, generated May 12, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
5. **AIRPORTS -** Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?			X		According to the McClellan Airport Safety Zones Map prepared by the Sacramento Area Council of Governments Airport Land Use Commission, the majority of the proposed alignment is located within the safety zone of McClellan Airport.[13] A portion of the proposed project would also be constructed within the airport property. Thus, the project would require the approval of a permit to work on the McClellan Airport property from the Federal Aviation Administration (FAA). Approval of the permit would ensure that the FAA is able to identify potential hazards in advance, thus preventing or minimizing any adverse impacts to the safe and efficient use of navigable airspace. The properties along the project alignment are zoned for light industrial, agricultural residential, and residential uses. As such, there are existing residents and workers along the project alignment within the airport safety zone. As the project would install a relief sewer pipeline and associated facilities that would connect to an existing sewer line, it would not result in permanent residents or workers within the safety zone. Construction activities requiring construction workers would be temporary and intermittent. Upon completion, all proposed facilities would be located entirely underground. Maintenance activities requiring employees would be minimal. Therefore, with approval of the FAA permit and because the project would not introduce permanent workers or residents within the McClellan Airport safety zone, the proposed project would not result in a safety hazard for people residing or working in the project area or pose

[13] Sacramento Area Council of Governments, Airport Land Use Commission, McClellan Airport Safety Zones Map.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					a hazard to aircraft operations. Impacts would be less than significant.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?			X		According to the McClellan Airport Noise Contour Map prepared by the Sacramento Area Council of Governments Airport Land Use Commission, the majority of the proposed alignment is located within the noise contour zone of McClellan Airport. As discussed above, the proposed project would require the FAA's approval for a permit to work on McClellan Airport property, which would ensure safety for construction activities and workers. Construction activities would be temporary, and upon completion, the proposed project facilities would be located underground. Thus, the project would not result in permanent, new residents or workers in the project area that would be exposed to excessive aircraft noise levels. Impacts would be less than significant.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?			X		As discussed above, the majority of the proposed alignment is located within the safety zone of McClellan Airport. A portion of the proposed pipeline would also be constructed within the airport property. However, the project would require the approval for a permit to work on the airport property, which would ensure that the FAA is able to identify potential hazards in advance, thus preventing or minimizing any adverse impacts to the safe and efficient use of navigable airspace. Therefore, with adherence to the FAA permit requirements, the project would not result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, and impacts would be less than significant.
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 proposed project would be located completely underground upon completion of construction activities. Approval of the required permit by the FAA would prevent or minimize any adverse impacts to the safe and efficient use of navigable

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					airspace. Therefore, the project would not result in changes to air traffic patterns and no impact would occur.
6. **PUBLIC SERVICES -** Would the project:					
a. Have an adequate water supply for full buildout of the project?				X	The project would not result in increased demand for water supply. Construction activities would require water for dust control and would be temporary in nature. Water for this purpose would be from existing water supplies and is anticipated to require a relatively small volume in relation to the existing supplies. Operation of the project would not require a water supply. The water service provider has adequate capacity to serve the water needs of the proposed project. As such, no impact would occur.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The proposed project involves the installation of a relief sewer that would address existing capacity issues and provide a long-term facility that minimizes the need for maintenance activities. No wastewater would be generated by construction or operation of the proposed project that would require an increase in demand for wastewater treatment capacity. Therefore, no impact to wastewater treatment capacity would occur.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The proposed project involves proper disposal of spoils and construction waste materials on a daily basis. The Kiefer Landfill has the capacity to accommodate solid waste until approximately 2077.[14] No solid waste would be generated during project operation. Therefore, impacts would be less than significant.
d. Result in substantial adverse physical impacts associated with the construction of new water			X		As previously stated, the proposed project would involve the installation of a relief sewer pipeline and associated facilities to address existing capacity issues and to provide a long-term facility that minimizes the need for maintenance activities. The

[14] Sacramento County Department of Waste Management and Recycling, Integrated Solid Waste Management Systems, 2012, p. 7.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
supply or wastewater treatment and disposal facilities or expansion of existing facilities?					proposed project would be consistent with the objectives of the General Plan's Public Facilities Element, related to timely construction of system expansions to accommodate current and future sewer service needs. The alignment would primarily be located within the existing road ROW, which has been previously disturbed from prior construction and use. As such, impacts would be less than significant.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?				X	All proposed facilities would be located underground, and as such, would not alter the existing drainage pattern of the area. Therefore, no impact would occur.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?				X	The project would not result in the need for additional electricity supplies or expanded electrical facilities. No impact would occur.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?				X	The Sacramento County Sheriff's Department (Sac Sheriff) and Sacramento Metropolitan Fire District (Metro Fire) provide local law enforcement and fire protection services within the project area.[15] The closest Sac Sheriff Community Office to the project site is located at 4510 Orange Grove Avenue, Sacramento, CA, and there are several Metro Fire stations serving the project area. The proposed project does not include new housing or nonresidential development that would substantially increase the residential or employee populations in the area; thus, the demand for emergency services would not substantially increase. As the proposed project would install a relief sewer pipeline and associated facilities to address existing and future capacity issues to accommodate planned future development in the area, it would not generate population growth. Therefore, construction and operation of the proposed project would not require the

[15] Sacramento County Sheriff's Office, Accessed May 17, 2023, https://www.sacsheriff.com/; Sacramento Metropolitan Fire District, Accessed May 17, 2023, https://metrofire.ca.gov/.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					construction of additional law enforcement or fire protection facilities or expansion of existing facilities, and no impact would occur.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The demand for new or expanded school facilities is generally associated with an increase in housing or population. As the proposed project does not include development of any residential uses, no increase in residential population would occur. Therefore, no new students would be generated, and no increase in demand for local schools would result. No impact to schools would occur.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	As stated in response 6.h. above, the proposed project does not include development of any residential uses. Demand for parks and recreation services is generally associated with increased housing or population and the proposed project does not include a component that would generate an increase in housing or population. Additionally, construction and operation of the proposed project would not generate new permanent residents that would increase the demand for parks and recreational services. Therefore, no impact to parks would occur.
7. **TRANSPORTATION** - Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		The project does not conflict with or is inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). The proposed project is considered a local-serving public facility and is, therefore, screened out from detailed VMT analysis. A less than significant impact will result. Refer to the Transportation discussion in the Environmental Effects section above.
b. Result in a substantial adverse impact to access and/or circulation?			X		Project construction activities would require vehicle lane closures. The project would be required to maintain emergency and local access during construction. Additionally, the proposed project would implement a construction traffic control plan for

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					review and approval by SACDOT. With adherence to existing regulations and requirements, impacts would be less than significant. Refer to the Transportation discussion in the Environmental Effects section above.
c. Result in a substantial adverse impact to public safety on area roadways?			X		The proposed project would implement a construction traffic control plan to be approved per SACDOT requirements, which would identify safe detour routes around construction zones. With adherence to existing regulations and requirements, impacts would be less than significant. Refer to the Transportation discussion in the Environmental Effects section above.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project would not conflict adopted policies, plans or programs supporting alternative transportation. With adherence to existing regulations and requirements, impacts would be less than significant impact. Refer to the Transportation discussion in the Environmental Effects section above.
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 would not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Compliance with existing dust abatement rules and standard construction BMPs would ensure that construction air quality impacts are less than significant. The California Emissions Estimator Model (CalEEMod) was used to analyze ozone precursor emissions; the project would not result in emissions that exceed standards. Potential impacts associated with emissions for air quality standards are considered less than significant with implementation of mitigation measures. Refer to

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					the Air Quality discussion in the Environmental Effects section above.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?				X	There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site. See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?				X	The project would not generate objectionable odors during construction or operation.
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			Project construction activities would generate noise in the area. However, maximum construction noise levels would be within the range of measured maximum noise levels in the project vicinity and would not exceed applicable standards. Therefore, project impacts related to noise would be less than significant. Refer to the Noise discussion in the Environmental Effects section above.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?		X			Project construction activities would generate noise in the area. However, maximum construction noise levels would be within the range of measured maximum noise levels in the project vicinity. Therefore, project impacts related to noise would be less than significant. Refer to the Noise discussion in the Environmental Effects section above.
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project would not result in excessive groundborne vibration or noise levels. Refer to the Noise discussion in the Environmental Effects section above.
10. **HYDROLOGY AND WATER QUALITY** – Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		Construction activities would require water for dust control. Water for this purpose would be from existing water supplies and is anticipated to require a relatively small volume in relation to the existing supplies. Groundwater may be present at the depths

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					of various locations within the project limits. If groundwater is encountered, the proposed project would include construction methods such as the use of shoring materials and shields to control the amount of groundwater dewatering to help minimize groundwater intrusion. Therefore, construction impacts to groundwater supply would be less than significant. There would be no operational impacts to groundwater supply because the proposed project would install a relief sewer pipelines and associated facilities and would not require the extraction of groundwater. As such, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				X	The proposed project facilities would be located entirely underground, and as such, would not alter the existing drainage pattern of the area. Neither tunneling nor trenching construction methods would result in a substantial increase in the rate of surface runoff, or result in on- or off-site flooding. Therefore, no impacts to existing drainage patterns would occur.
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 100-year flood is a flood defined as having a 1 percent chance of occurring in any given year. According to the Federal Emergency Management Act's National Flood Hazard Layer Map, a portion of the proposed alignment along Scotland Drive is located within a 1 percent Annual Chance Flood Hazard Area.[16] However, the proposed project does not include the development of any habitable structures, nor would the use of the project site change upon completion of the proposed project. Upon completion, the proposed facilities would be located entirely underground. Therefore, impacts related to

[16] Federal Emergency Management Act, National Flood Hazard Layer Map, available at: https://www.fema.gov/flood-maps/national-flood-hazard-layer, accessed May 16, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					development within a 100-year floodplain would be less than significant.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X	As discussed above, a portion of the proposed alignment along Scotland Drive is located within a 100-year floodplain. However, the project would install a relief sewer pipeline and associated facilities that would be located completely underground. Therefore, the project would not place structures that would impede or redirect flood flows within a 100-year floodplain and no impact would occur.
e. Develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?				X	According to Sacramento County GIS, the only feature near the project site located in an area subject to 200-year urban levels of flood protection (ULOP) is the Goat Creek channel.[17] As previously discussed, implementation of the proposed Project would not include activities within the Goat Creek channel. Therefore, there no impact would occur.
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	According to the Sacramento County General Plan Safety Element Background, portions of the proposed alignment are located within the Folsom Dam Failure Flood Area.[18] However, the proposed project does not include the development of any habitable structures, nor would the use of the project site change upon completion of the proposed project. Upon completion, the proposed facilities would be located underground. Therefore, the project would 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. No impact would occur.

[17] Sacramento County GIS, July 2023.
[18] Sacramento County, amended May 2022, General Plan Safety Element Background, page 44.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?				X	The proposed project facilities would be located entirely underground, and as such, would not alter the existing drainage pattern of the area. Neither tunneling nor trenching construction methods would result in a substantial increase in the rate of surface runoff that would exceed the capacity of existing or planned stormwater drainage systems. Therefore, there would be no impact.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		The proposed project would require earthwork, including trenching and other excavation for installation of the relief sewer pipeline and associated appurtenant facilities, which may temporarily increase the potential for soil erosion. Construction activities would result in the disturbance of more than one acre of soil and the project would be required to obtain a Construction General Permit, issued by the Central Valley Regional Water Quality Control Board. In accordance with the Construction General Permit, a project-specific SWPPP would be developed and implemented to control pollutants in stormwater discharges during construction activities. The SWPPP would identify structural and nonstructural measures, such as erosion and sediment control, general housekeeping practices, and inspection for leaks and spills from construction vehicles and equipment that would be implemented during construction of the proposed project. In addition, the project would be required to comply with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 16.44 of the County Code respectively), ensuring that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality. During post-construction operation, the proposed project facilities would carry wastewater. However, the project would address capacity issues by installing a new relief sewer and provide a long-term facility that would minimize need for

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					maintenance, thus, reducing risks of sewer failure or leaks. The project would also adhere to SacSewer's Sewer System Management Plan, which provides a plan and schedule for the proper management, operation, and maintenance of the sanitary sewer system, to help reduce, prevent, and mitigate sanitary sewer overflows. Therefore, with adherence to all applicable regulations and plans, the project is not anticipated to potentially violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.
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		According to the California Department of Conservation's Earthquake Zones of Required Investigation Mapper, Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone and there are no known active earthquake faults in the project area.[19] Although the project site could be subject to some ground shaking from regional faults, the proposed project does not include the construction of any habitable structures, nor would the use of the project site change upon completion of the proposed project. The proposed alignment and all appurtenances would be constructed in accordance with the latest Uniform Building Code, which contains applicable construction regulations for earthquake safety. Therefore, impacts related to fault rupture would be less than significant.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Proposed facilities would be located entirely underground. Construction activities would include tunneling and trenching primarily within existing road ROWs. Excavated material would be loaded onto trucks and hauled off site. Nonetheless, exposed

[19] California Department of Conservation, Earthquake Zones of Required Investigation, available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 15, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					soils could result in erosion in active construction zones. Construction activities would comply with the County's Land Grading and Erosion Control Ordinance, which would 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. In addition, the project would be required to obtain a Construction General Permit, issued by the Central Valley Regional Water Quality Control Board. In accordance with the Construction General Permit, a project-specific SWPPP would identify structural and nonstructural measures, such as erosion and sediment control. With adherence to existing regulations and requirements, impacts related to soil erosion, siltation, or loss of topsoil would be less than significant.
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		According to the California Department of Conservation's Earthquake Zones of Required Investigation Mapper, the proposed alignment is not located within a liquefaction or landslide zone.[20] Liquefaction hazards include lateral spreading, which is a type of liquefaction-induced ground failure on mildly sloping ground. Therefore, there would be no impacts related to liquefaction, lateral spreading, and landslides. Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater. Groundwater may be present at the depths of various locations within the project limits. If groundwater is encountered, the proposed project would include construction methods such as the use of shoring materials and shields to control the amount of groundwater dewatering to help minimize

[20] California Department of Conservation, Earthquake Zones of Required Investigation, available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 15, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					groundwater intrusion. With construction methods to minimize dewatering, impacts related to subsidence would be less than significant. Collapsible soils consist of unconsolidated, low-density materials that may collapse and compact under the addition of excessive water or loading. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and contract (lessen in volume) as water is removed. These types of soils are not expected to be encountered within the proposed alignment. Pipeline trenches would be backfilled with higher-density materials, which are not subject to collapse or expansion. Therefore, no impacts related to soil collapse and expansion would occur.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X	The proposed project would not include septic tanks or other alternative wastewater disposal systems. Therefore, no impacts associated with septic tanks or alternative wastewater disposal systems would occur. No impact would occur.
e. Result in a substantial loss of an important mineral resource?				X	According to the Sacramento County General Plan Conservation Element, the project alignment is not located within an Aggregate Resource Area.[21] In addition, according to the California Geological Survey's Mineral Land Classification Map of Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region, the project alignment is located within Mineral Resource Zone-1, which is an area where available geologic information indicates that little likelihood exists for the presence of significant concrete aggregate resources.[22] Therefore, there are no important mineral resources known to be located on the project site, and no impact would occur.

[21] Sacramento County, amended October 2022, General Plan – Conservation Element, pages 13-15.
[22] California Geological Survey, 2018, Mineral Land Classification Map of Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			According to the Cultural Resources Survey Report, no known paleontological resources (e.g. fossil remains) or sites occur at the project location. However, the proposed project would require excavations to 23 feet deep for the trenches and up to 40 feet deep for trenchless construction. As such, the inadvertent discovery of paleontological resources cannot be entirely discounted. Therefore, the proposed project would implement Mitigation Measure GEO-1, requiring specific protocol in the unanticipated discovery of paleontological resources. Impacts to paleontological resources would be less than significant with implementation of mitigation. Refer to the Cultural Resources discussion in the Environmental Effects section above.
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			According to the Biological Survey Report, though there are occurrences of special-status plant and wildlife species within the project Study Area. With implementation of Mitigation Measures BIO-1 through BIO-3, the project would not result in significant impacts to such species. Refer to the Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		According to the Biological Survey Report, though there is occurrence of a sensitive natural community in the project Study Area, the project would not result in significant impacts to such communities. Refer to the Biological Resources discussion in the Environmental Effects section above.
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			According to the Aquatic Resources Delineation Report, though there are protected waters located within the project area, the project would be required to comply with existing permitting regulations. Additionally, Mitigation Measure BIO-4 would be implemented to ensure no net loss of wetlands in accordance with General Plan policies. Refer to the Biological Resources discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?		X			Indirect impacts to nesting birds within the Study Area could occur during construction as a result of noise, dust, and increased human presence resulting from construction activities. With implementation of Mitigation Measure BIO-1, requiring pre-construction nesting bird surveys, the proposed project would not result in significant impacts to nesting birds protected under the MBTA and by California Fish and Game Code. Refer to the Biological Resources discussion in the Environmental Effects section above.
e. Adversely affect or result in the removal of native or landmark trees?			X		Sacramento County has adopted an ordinance to protect and preserve all trees possible through its development review process (SCC 480 § 1, 1981). A tree permit from the County is required to remove or prune any public tree and certain private trees as defined by the ordinance. According to the Arborist Report (provided in Appendix F to this IS/MND) native oak trees occur adjacent to the project alignment and partial removal of roots of two trees may be required during construction. However, since the root zones of the two potentially impacted trees are located within the footprint of the existing right-of-way, partial removal of roots would not be considered a new impact. As such, impacts to protected trees would be 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		As discussed above, construction of the proposed project may require partial root removal of two trees. With adherence to existing regulations, the project would be consistent with local policies/ordinances protecting biological resources and impacts would be less than significant.
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 proposed project is not located within an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					area. Therefore, the project would not conflict with any approved plan for the conservation of habitat and there would be no impact.
13. **CULTURAL RESOURCES –** Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?				X	According to the Cultural Resources Survey Report, no historical resources would be affected by the proposed project. Refer to the Cultural Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on an archaeological resource?		X			According to the Cultural Resources Survey Report, an archaeological survey determined the project site has low archaeological sensitivity due to previous disturbance; however, the proposed project would require excavations to 23 feet deep for the trenches and up to 40 feet deep for trenchless construction. As such, Mitigation Measures CUL-1 and CUL-2 would be implemented to ensure appropriate treatment should archaeological resources be uncovered during project construction. 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			According to the Cultural Resources Survey Report, no known human remains exist on the project site. Nonetheless, Mitigation Measure CUL-3 would be implemented to ensure appropriate treatment should human remains be uncovered during project construction. Refer to the Cultural Resources discussion in the Environmental Effects section above.
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			Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. No known tribal cultural resources were identified within the project alignment based on the Sacred Lands File search conducted by the NAHC, archival

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					research, the field survey of the alignment and surrounding area. Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes. Through consultation, tribal representative requested to review the project alignment and to be contacted at the start of construction. No specific tribal cultural resources have been identified thus far. Nonetheless, during the construction of the proposed project, unknown tribal cultural resources could potentially be encountered, particularly during ground-disturbing activities. Native American consultation is ongoing. Additionally, with implementation of Native American monitoring during ground disturbing activities, as outlined in Mitigation Measure TCR-1, impacts related to tribal cultural resources would be less than significant. 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 transport and disposal of construction-related hazardous materials would comply with applicable health and safety laws and regulations. Therefore, impacts would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		According to the Environmental Screening performed for the proposed project, there are three environmental concerns within the project site. Compliance with regulations would limit both the frequency and severity of potential releases of hazardous materials. Therefore, with compliance with applicable regulations, the impact would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste				X	The project alignment is not located within one-quarter mile of a school. Therefore, there would be no impacts related to

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
within one-quarter mile of an existing or proposed school?					hazardous emissions of materials within one-quarter mile of a school.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		According to the Environmental Screening performed for the proposed project, there are three environmental concerns within the project site. All three concerns have either been contained, cleaned up, or had no associated reported incidents. Therefore, the impact would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The proposed project involves installation of a relief sewer pipeline primarily within public road ROWs, which would necessitate vehicle lane closures. One vehicle travel lane in each direction would be maintained at all times to allow traffic to safely pass adjacent to the portion of the roadway under construction. The trenchless construction at the Goat Creek channel crossing would require closure of Scotland Drive to through traffic from the south side of the Goat Creek box culvert to Rudyard Circle only during daytime work hours for approximately 8 weeks. During nighttime hours, through lanes on Scotland Drive across the Goat Creek channel would remain open. All driveways would remain open. The trenchless construction to cross Elkhorn Boulevard would require full closure of the northbound turn lanes from Elkhorn Boulevard to 28th Street and the eastbound and westbound turn lanes from 28th Street to Elkhorn Boulevard for approximately 8 weeks. All through lanes on Elkhorn Boulevard would remain open for the duration of the construction period. Emergency and local access would be maintained at the existing driveways at the property on the northwest corner of Elkhorn Boulevard and 28th Street. All other vehicular and pedestrian traffic would be detoured around the construction zone.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					In addition, a traffic control plan, including potential detour routes, would be developed and implemented subject to SACDOT approval. The traffic control plan would detail construction traffic control and detour measures, which would ensure that impacts related to emergency response plans would be less than significant. Following installation of the proposed project, all roadways would be returned to their existing operating conditions. Therefore, no long-term impacts would result from operation of the proposed project. The impact would be less than significant.
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 not located in or near a state responsibility area or in a very high fire hazard severity zone.[23] As such, the project would not expose people or structures to risk of loss, injury, or death related to wildland fires. Therefore, no impact would occur.
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		Construction of the proposed project would require electricity for operation of electrically powered hand tools. However, electricity for construction activities would be provided by diesel generators, and electricity would be generated by on-site use of petroleum products. Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Natural gas that would be consumed during construction would be negligible and would not result in a significant drain on natural gas resources. Petroleum fuels would be consumed during construction activities by heavy-duty equipment and on-road delivery and haul trucks, which are usually diesel powered, as well as on-road vehicles used by the construction crews, which are usually gasoline powered. The proposed project would use best practices to eliminate the

[23] California Department of Forestry and Fire Protection, November 21, 2022, Accessed May 8, 2023, https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					potential for the wasteful consumption of petroleum. Exported materials (e.g., demolition debris and soil hauling) would be disposed of at the closest facility that is able to accept such materials, and the proposed project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to five minutes. Therefore, construction activities would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of energy resources during project construction.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	Project activities associated with long-term operations and maintenance would be minimal, limited to scheduled maintenance or emergency repair. No additional permanent workforce or substantial new activities would be required. Furthermore, by providing a relief sewer pipeline and associated facilities to address capacity issues, the proposed project would reduce the necessary frequency of maintenance and servicing trips to the line compared to existing maintenance requirements. Therefore, the proposed project would not use a significant amount of transportation fuel, electricity, or natural gas during either construction or operation. The proposed project would not conflict with a state or local plan for renewable energy or energy efficiency, and there would be no impact.
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		Based on the CalEEMod modeling, project construction would result in the generation of approximately 39 metric tons of CO_2e per year during construction. After construction activities conclude, generation of these GHG emissions would cease. Annual construction emissions generated by the project would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO_2e. As such, the proposed project would be within the screening criteria for construction-related impacts related to air quality and the impact

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					would be less than significant. Refer to the Greenhouse Gas Emissions discussion in the Environmental Effects section above.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?				X	The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases, and no impact would occur.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	**Current Land Use Designation**	**Consistent**	**Not Consistent**	**Comments**
General Plan	Low-Density Residential, Urban Development Area, Agricultural-Residential, Intensive Industrial	X		
Community Plan	N/A	X		
Land Use Zone	RD-5, AR-5, M-1, SPA-McClellan North	X		

Initial Study Preparers

County of Sacramento

Environmental Coordinator: Julie Newton

Project Leader: Alison Little

Office Manager: Justin Maulit

Administrative Support: Belinda Wekesa-Batts

Michael Baker International

Project Director: John Bellas

Project Manager: Cristina Lowery

Senior Environmental Analyst: John Hope

Environmental Analyst: Jessie Kang

Environmental Analyst: Cristina Trevizo

GIS/Graphics Specialist: Kevin Oliver

Appendices

A. Traffic Control Technical Memorandum

B. Air Quality and Greenhouse Gas Emissions Modeling Data Sheets

C. Construction Noise and Vibration Assessment

D. Biological Survey Report

E. Aquatic Resources Delineation Report

F. Arborist Report

G. Environmental Screening Technical Memorandum