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:** PLER2023-00086

2. **Title and Short Description of Project:** I & 32nd Street Storm Drainage Improvement Project
The I Street-32nd Street Storm Drain Improvement Project would install a new drainage pipe system in I Street and 32nd Street with a new drainage pipeline outfall to Robla Creek via the existing bridge structure on 32nd Street. The I Street/32nd Street project watershed consists of approximately 20 acres of industrial and agricultural residential uses in the unincorporated Sacramento County (County) community of North Highlands. The project areas are located along I Street and 32nd Street, out falling into Robla Creek. The proposed project area improvements would add drainage capacity to the existing system, alleviate flooding in the area, re-route the public drainage system from private properties to public road right-of-way, and meet current standards.

3. **Assessor's Parcel Number:** Not applicable

4. **Location of Project:** The project is located along the right-of-way for I Street from Robia Creek south to 32nd Street and approximately 600 feet west along 32nd Street in the North Highlands community.

5. **Project Applicant:** Sacramento County, Department of Water Resources

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

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

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

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLER2023-00086

NAME: I & 32nd Street Storm Drainage Improvement Project

LOCATION: The project is located along the right-of-way for I Street from Robia Creek south to 32nd Street and approximately 600 feet west along 32nd Street in the North Highlands community.

ASSESSOR'S PARCEL NUMBERS: Not applicable

APPLICANT: Sacramento County, Department of Water Resources

Contact: Michael D. Meaney, P.E. C.F.M., Associate Civil Engineer

PROJECT DESCRIPTION

The I Street-32nd Street Storm Drain Improvement Project would install a new drainage pipe system in I Street and 32nd Street with a new drainage pipeline outfall to Robla Creek via the existing bridge structure on 32nd Street. The I Street/32nd Street project watershed consists of approximately 20 acres of industrial and agricultural residential uses in the unincorporated Sacramento County (County) community of North Highlands (see Plate IS-1: Project Site Location Map). The project areas are located along I Street and 32nd Street, out falling into Robla Creek (see Plate IS-2: Project Site Plan). The proposed project area improvements would add drainage capacity to the existing system, alleviate flooding in the area, re-route the public drainage system from private properties to public road right-of-way, and meet current standards.

EXISTING DRAINAGE SYSTEM

The existing drainage system on I Street and 32nd Street was installed in the 1980s; the drainage on the south side of I Street flows through roadside ditches into a 15" culvert connected to county drainage inlets. The runoff flow is then routed north through a drainage easement located on a private industrial property (3115 I Street) via a series of 18" and 24" reinforced concrete drainage pipes. Flows from the private industrial property are also collected by the public drainage system. The drainage pipe system outfalls to an existing ditch located along the western edge of the private industrial property that is within the proposed project's drainage shed.

Plate IS-1: Project Site Location Map

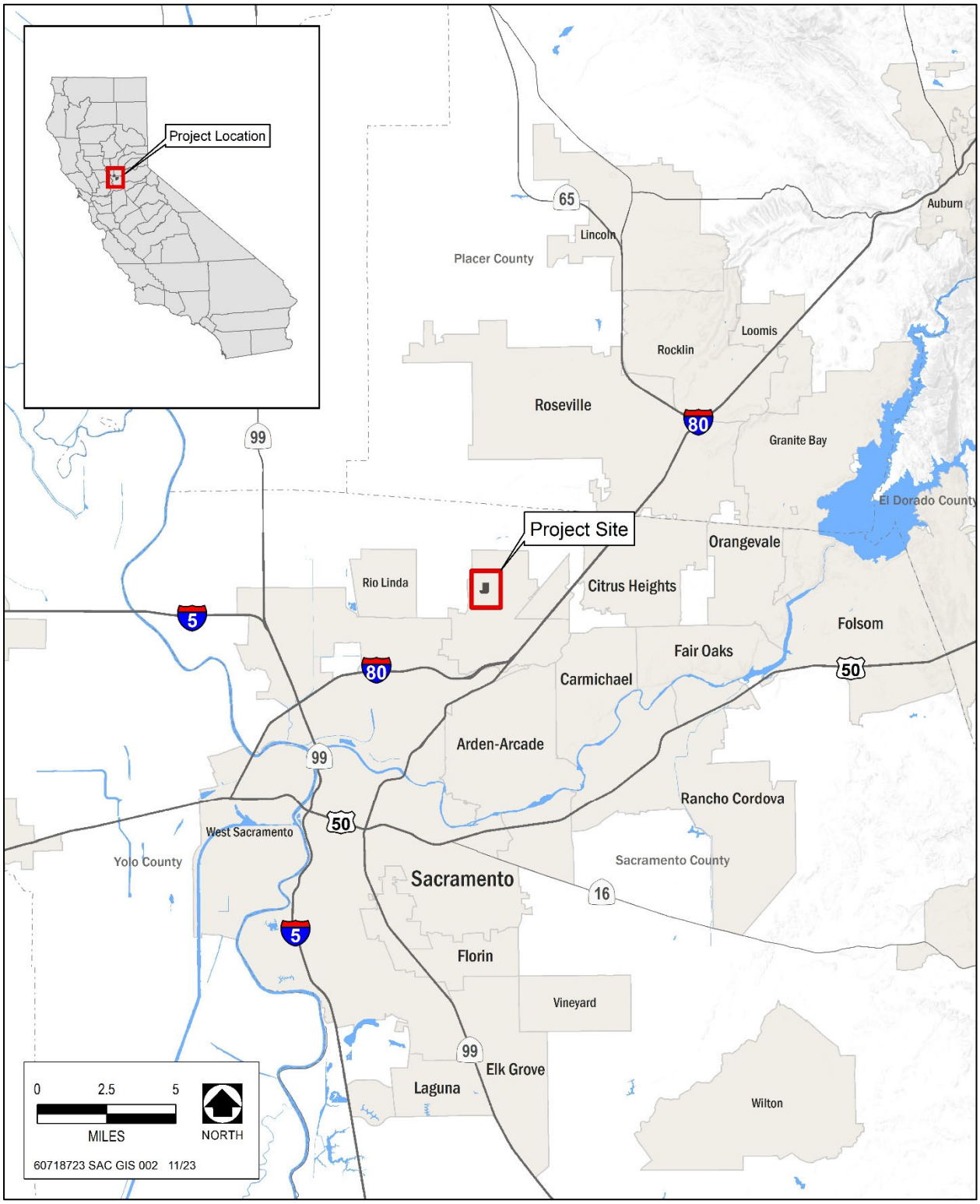
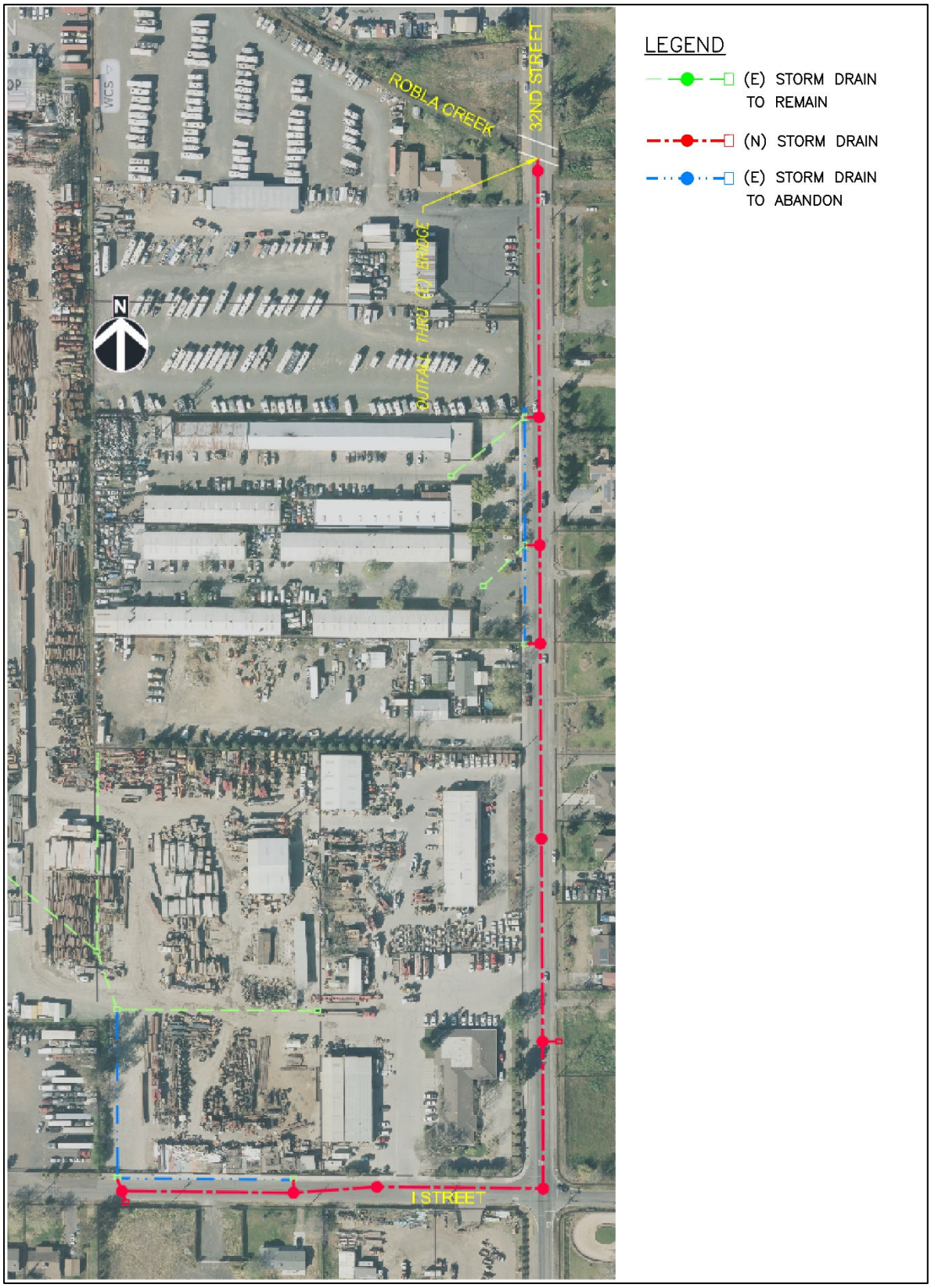


Plate IS-2: Project Site Plan



Proposed Storm Drain Improvements

The project would install approximately 2,150 linear feet of new drainage pipeline in I Street and 32nd Street and install Type F drain inlets in the roadside ditches. This modified drainage system would eliminate the public drainage flows that go through the private property and re-route them from the pipe network located on the private site to a new pipe system located within the I Street and 32nd Street public right-of-way (see Plate IS-2: Project Site Plan). The modified drainage system would create a new outfall to Robla Creek through the side of the existing bridge structure. The outfall would be created by boring through the bridge structure wall from the south side of the bridge. No new outfall structures would be built. However, it is likely that during construction of the outfall, two temporary dams would be installed in the creek to maintain dry conditions. Additionally, since the project is in the early stages of design, there is a potential that final design could impact the bed, bank, or channel of the creek, which could fall under the jurisdictional criteria of the USACE Clean Water Act Section 404, CDFW Fish and Game Code 1602, and RWQCB Porter-Cologne Water Quality Control Act. No trees are proposed to be removed, and the project would be designed to avoid utility relocations. The primary area of disturbance would be the trench width and existing pavement within the right-of-way of I and 32nd Streets. It is estimated that the disturbed area would be slightly less than ¼ acre. Some disturbance could occur in the staging area, which would take place on industrial land adjacent to the project alignment in the right-of-way. The County will include a provision in the contractor specifications requiring that the total area of disturbance, including primary work area and staging, not exceed one acre.

Construction Plan

The project would be constructed within approximately 60 working days during the summer months (June-August) of 2024. All work is anticipated to occur during the daytime hours of 8 am to 5 pm. The project would be constructed with the following equipment:

Construction Equipment Type	Quantity	Duration
Excavator	1	8 hours for about 60 working days
Backhoe	1	
Loader	1	
Concrete Truck	1	4 hours/day as needed to remove, load, or set equipment over 15 days
Dump truck	2	8 hours/day for about 30 working days during demolition and trench excavation
Paving Machine	1	4 hours/day for about 10 working days
Roller	1	

Traffic Control During Construction

Full road closures are not anticipated. However, single-lane access will be required when the pipe is being installed and when pavement restoration occurs. On 32nd

Street, all of the work would occur in the northbound lane, so portions of that lane will be closed throughout construction. The southbound lane would always remain open. On I Street, pipe installation would occur on the south side of the road for a portion, then cross to the north side of the road for a portion. The contractor would be required to submit a traffic control plan to Sacramento Department of Transportation (SacDOT) for approval before start of construction.

Temporary Drainage Rerouting

During construction of the proposed outfall structure, the southern box culvert of the existing 32nd Street concrete bridge over Robla Creek, to which the proposed drainage pipeline would connect, would be blocked off with an impermeable dam on the upstream and downstream sides. Water would continue to flow through the northern box culvert during construction. The new stormwater drainage pipeline outfall would connect to the existing concrete box culvert, not to the natural creek, which would minimize the potential for erosion.

Environmental Setting

The project site is located in an area of mixed industrial and residential uses in the unincorporated community of North Highlands in Sacramento County. It is near the northeast corner of Sacramento McClellan Airport. Elkhorn Boulevard is located to the north, and Watt Avenue is approximately ½ mile east of the project site.

Environmental Effects

Aesthetics

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

a. Have a substantial adverse effect on a scenic vista?

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

c. In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings?

   If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

ENVIRONMENTAL SETTING

The project site consists of approximately 2,150 linear feet of pavement within the I Street and 32nd Street public rights-of-way, as well as the existing 32nd Street concrete bridge overcrossing at Robla Creek, in the developed unincorporated community of North Highlands, near the northeast corner of Sacramento McClellan Airport. The existing visual character along the north side of I Street and the west side 32nd Street consists of one-story industrial and commercial buildings of varying color and appearance, with chain link fencing along the property lines abutting the roadways. A few deciduous landscape trees and shrubs are present between the roadways and the commercial buildings. Small rural residences (primarily one story) on large lots are present on the south side of I Street and the east side of 32nd Street. The residences are surrounded by landscaping including turf grass, shrubs, and a mix of evergreen and deciduous trees. Wood power poles with overhead electrical and communication lines are also visible on the east side of 32nd Street, along with overhead street lights on the west side. The existing land uses were developed prior to the 1980s. Public views of the project site are available to motorists, pedestrians, and bicyclists from I Street and 32nd Street. The viewshed is flat, and the presence of buildings and landscaping limits the views along the roadways to the foreground and middleground only.

Robla Creek is visible to motorists and bicyclists at the 32nd Street roadway overcrossing. As shown in the photograph below, at the proposed outfall location, Robla Creek is a small natural creek channel that is approximately 12–13 feet wide and approximately 2–4 feet deep. The stream channel is nearly flat. Scattered trees and shrubs are present along the creek banks.

Source: Sacramento County 2023a

Proposed Outfall in Robla Creek Bridge Overcrossing at 32nd Street, looking northwest. In the foreground, the concrete bridge abutment and metal railings and pavement along 32nd Street are visible, along with water and vegetation along the Robla Creek channel.

LIGHT AND GLARE

The project site is in the developed community of North Highlands, surrounded by the developed areas of Rio Linda, Antelope, and Foothill Farms. The level of existing nighttime lighting in the project area is moderate due to the existing surrounding development, which includes street lights, parking lot lighting, and security lighting.

SCENIC HIGHWAYS

The project site is not within the viewshed of any designated or eligible scenic highway. The closest County-designated scenic roadway is Garden Highway, approximately 7.5 miles to the southwest (Sacramento County 2022a). The closest State-designated scenic highway is State Route 160, approximately 16.5 miles to the southwest (California Department of Transportation [Caltrans] 2019).

DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

A scenic vista is a public viewpoint that provides expansive views of highly valued scenery or landscapes. The project site primarily consists of existing the paved I Street and 32nd Street roadways, which are surrounded by flat land covered with urban development that consists of industrial, commercial, and rural residential land uses. At the proposed outfall location, Robla Creek is a small natural creek channel that is approximately 12–13 feet wide and approximately 2–4 feet deep. The stream channel is nearly flat and does not contain waterfalls. Scattered trees and shrubs are present along the banks of Robla Creek, and the creek is surrounded by industrial and rural residential development on all sides. The project site does not contain any unique

geologic features, major waterfalls, unique rock outcroppings, gorges, mountains, or other features that could be regarded as outstanding scenic features. Thus, there would be **no impact**.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

As described above, the project site is not within the viewshed of any designated or eligible State or County scenic highway. Thus, the proposed project would have **no impact** related to damage to scenic resources within a designated scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is located in the developed area of North Highlands, and the surrounding area consists of industrial, commercial, and rural residential land uses. Project-related construction would proceed in a linear fashion along the 2,150-linear-foot alignment, and therefore construction equipment would only be visible for a few weeks at a time within each segment of the roadways along I Street and 32nd Street, and for installation of the outfall in the Robla Creek bridge abutment, during the approximately 60-day construction period. All construction work would occur during the daytime hours of 8 am to 5 pm. Minimal disturbance of Robla Creek from construction is anticipated. Therefore, the short-term and temporary presence of construction equipment and workers is considered a **less-than-significant** impact related to degradation of visual character or quality. Because the proposed drainage pipeline would be installed underground, it would not be visible during the project's operational phase. The new outfall in the concrete bridge over Robla Creek would be created by boring through the bridge structure wall from the south side of the bridge; no new outfall structures would be built. Furthermore, the new outfall itself would not be visible from any public viewpoints in 32nd Street. No trees would be removed as part of the proposed project. Therefore, project operation would have **no impact** related to degradation of visual character or quality.

With regard to potential conflicts with applicable zoning and other regulations governing scenic quality, the proposed drainage pipeline would be buried underground within existing public road rights-of-way, and the new Robla Creek outfall would be installed within a public concrete bridge structure. Furthermore, the new outfall would not be visible from any public vantage point. Therefore, the proposed project would not conflict with the existing zoning or with any regulations contained in the County General Plan (2022a) or the Countywide Design Guidelines (Sacramento County 2022b) governing scenic quality, and there would be **no impact**.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Project-related construction would occur during the daytime, and therefore would not require nighttime lighting. Furthermore, the underground drainage pipelines and new drainage outfall into Robla Creek would not require nighttime lighting for project operation. The proposed project does not include new buildings or other potential sources of glare. Thus, no new sources of light or glare would be created, and there would be **no impact**.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

AGRICULTURAL & FORESTRY RESOURCES

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

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Conflict with existing zoning for agricultural use or a Williamson Act contract?

e. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

f. Result in the loss of forest land or conversion of forest land to non-forest use?

g. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

h. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

ENVIRONMENTAL SETTING

The California Department of Conservation's (DOC's) Important Farmland classifications—Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance—recognize the land's suitability for agricultural production by considering the physical and chemical characteristics of the soil, such as soil temperature range, depth of the groundwater table, flooding potential, rock fragment content, and rooting depth. The classifications also consider the location, growing season, and moisture available to sustain high-yield crops. Together, Important Farmland and Grazing Land are defined by the DOC as "Agricultural Land" (California Public Resources Code, Sections 21060.1 and 21095).

According to the Sacramento County Important Farmland map, published by the DOC's Division of Land Resource Protection, the project site is designated as Urban and Built-Up Land and the surrounding area is designated as Urban and Built-Up Land and Other Land (DOC 2020). The following list provides the definitions of these DOC categories (DOC 2023):

- **Urban and Built-Up Lands**—Land that is used for residential, industrial, commercial, institutional, and public utility structures and for other developed purposes.

- **Other Land**—Land that consists of miscellaneous uses, such as low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; and water bodies.

Under the California Land Conservation Act of 1965, also known as the Williamson Act, local governments can enter into contracts with private property No parcels in or adjacent to the proposed project site are under Williamson Act contracts (Sacramento County 2023a).

As discussed in "Land Use and Planning," the Sacramento County Zoning identifies the area surrounding the project alignment as Agricultural Residential 1 (AR-1), Agricultural Residential 2 (AR-2), and Light Industrial (M-1). The AR zoning district is intended to establish living areas within the County where development is limited to low density concentrations of single-family dwellings.

DISCUSSION

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production? Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

According to the Sacramento County Important Farmland map, published by the DOC's Division of Land Resource Protection, the project site is designated as Urban and Built-

Up Land and the surrounding area is designated as Urban and Built-Up Land and Other Land (DOC 2020). Areas designated Other Land and Urban and Built-Up Land are not considered Important Farmland (Public Resources Code Sections 21060.1 and 21095). Therefore, the proposed project would not convert Important Farmland to non-agricultural use, and **no impact** would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site contains no parcels under Williamson Act contracts (Sacramento County 2023a). The Sacramento County Zoning identifies the area surrounding the project alignment as Agricultural Residential 1 (AR-1), Agricultural Residential 2 (AR-2), and Light Industrial (M-1). The project would install approximately 2,150 linear feet of new drainage pipeline in I Street and 32nd Street right-of-way. The modified drainage system would create a new outfall to Robla Creek through the side of the existing bridge structure. The proposed project would not infringe on surrounding parcels zoned as AR-1 and AR-2. Therefore, the proposed project would not conflict with existing zoning for agricultural uses or with a Williamson Act contract, and **no impact** would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The proposed project site, where the proposed new drainage pipe system would be installed along with a new drainage pipeline outfall to Robla Creek, and directly adjacent areas are not zoned as forest land, as timberland, or as a Timberland Production Zone. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forestry resources, and **no impact** would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The proposed project site, where the proposed new drainage pipe system would be installed, and directly adjacent areas do not contain 10 percent native tree cover that would be classified as forest land under Public Resources Code Section 12220(g).[1] Therefore, implementation of the proposed project would not result in conversion of forest land to nonforest use, and **no impact** would occur.

[1] Section 12220(g) defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

See the responses to Impact a) and Impact d) above. Because no agricultural land uses or forest lands are present in or adjacent to the project site, the proposed project would not result in other changes in the physical environment that would cause the conversion of agricultural land, including Important Farmland, to nonagricultural uses or cause conversion of forestland to nonforest uses, and **no impact** would occur.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

AIR QUALITY

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

a. Conflict with or obstruct implementation of the applicable air quality plan?

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

c. Expose sensitive receptors to substantial pollutant concentrations?

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

ENVIRONMENTAL SETTING

The project site is located within the southern portion of the Sacramento Valley Air Basin (SVAB) in Sacramento County. Air quality in the Sacramento County portion of the SVAB is regulated by the U.S. Environmental Protection Agency (EPA) at the federal level, the California Air Resources Board (CARB) at the state level, and the Sacramento Metropolitan Air Quality Management District (SMAQMD) at the regional level.

The climate of the SVAB is characterized by hot, dry summers and cool, rainy winters. Average annual rainfall is about 20 inches with snowfall being very rare. Typically, winds transport air pollutants northward out of the SVAB; however, during approximately half of the time from July to September, the wind pattern shifts southward, blowing air pollutants back into the SVAB and exacerbating the concentration of air pollutant emissions in the air basin. In addition, between winter storms, high pressure and light winds contribute to low-level temperature inversions and stable atmospheric conditions, resulting in the concentration of air pollutants.

CRITERIA AIR POLLUTANTS

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the EPA and CARB as being of concern both on a nationwide and statewide level: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and particulate matter (PM), which is subdivided into two classes based on particle size—PM equal to or less than 10 micrometers in diameter (PM_{10}) and PM equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$). Because the air quality standards for these air pollutants are regulated using human and environment health-based criteria, they are commonly referred to as "criteria air pollutants." Common sources and health effects of the criteria air pollutants are summarized in Table IS-1.

Table IS-1 Common Sources and Health Effects of Criteria Air Pollutants

Pollutants	Sources	Health Effects
Ozone	Atmospheric reaction of organic gases with ozone precursors (nitrogen oxides [NO_X] and reactive organic gases [ROG]) in sunlight—ozone precursor emissions from motor vehicle exhaust; stationary combustion; chemical processes; coatings	Aggravation of respiratory and cardiovascular diseases; reduced lung function; increased cough and chest discomfort
Inhalable Particulate Matter (PM_{10})	Stationary combustion of solid fuels; motor vehicles; fugitive dust from construction activities; industrial processes; forest fires	Respiratory symptoms; aggravation of respiratory diseases
Fine Particulate Matter ($PM_{2.5}$)	Stationary combustion of solid fuels; motor vehicles; fugitive dust from construction activities; industrial processes; forest fires	Respiratory symptoms; aggravation of respiratory and cardiovascular diseases; weakened immune system; cancer
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust; stationary combustion; atmospheric reactions	Aggravation of respiratory illness; development of asthma or respiratory infections
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances, such as on-road and non-road mobile sources, wood-burning stoves, incinerators, industrial sources, and wildfires	Aggravation of some heart diseases; dizziness, headaches, and fatigue; death at high levels of exposure
Sulfur Dioxide (SO_2)	Combination of sulfur-containing fossil fuels; smelting of sulfur-bearing metal ore; industrial processes	Aggravation of respiratory diseases; reduced lung function
Lead	Contaminated soil; metal processing; waste incinerators	Behavioral and hearing disabilities in children; nervous system impairment; decreased kidney function; cardiovascular issues; reproductive problems

Source: EPA 2022, 2023a, 2023b, 2023c, 2023d; World Health Organization 2021.

Health-based air quality standards have been established for criteria air pollutants by EPA at the federal level and by CARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and CARB designate areas of California as "attainment," "nonattainment," "maintenance," or "unclassified" for the various pollutant standards according to the federal Clean Air Act (CAA) and the California CAA (CCAA), respectively.

Within the SVAB, SMAQMD is responsible for ensuring that air quality standards are not violated. With respect to regional air quality, Sacramento County is designated as nonattainment for the 8-hour ozone and 24-hour $PM_{2.5}$ NAAQS. Sacramento County is designated as attainment or unclassified for all other criteria pollutant NAAQS. Sacramento County is currently in nonattainment for the ozone and PM_{10} CAAQS and in attainment or unclassified for all other pollutants (SMAQMD 2020a).

TOXIC AIR CONTAMINANTS

Toxic Air Contaminants (TACs) are a set of airborne pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute affects, such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Stationary sources of TACs include gasoline stations, dry cleaners, and diesel backup generators. On-road motor vehicles and off-road sources, such as construction equipment and trains, are also common sources of TACs. According to the California Almanac of Emissions and Air Quality (CARB 2013), most of the estimated health risk from TACs can be attributed to relatively few compounds—the most important being diesel particulate matter (DPM). Other TACs for which data are available that currently pose the greatest ambient risk in California are benzene, formaldehyde, hexavalent chromium, 1,3-butadiene, and acetaldehyde.

The greatest potential TAC emissions associated with the proposed project would be related to DPM emissions from off-road and on-road diesel-fueled equipment used for construction activities. DPM differs from other TACs because it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, type of lubricating oil, and presence or absence of an emission control system. Emissions of DPM are forecasted to decline; it is estimated that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects (CARB 2013).

Another potential concern related to air quality is naturally occurring asbestos (NOA), though the project site is not in an area identified with the potential for NOA (California Department of Public Health 2023).[2]

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (OEHHA 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Industrial and commercial areas are considered the least sensitive to air pollution; exposure periods are relatively short and intermittent because the majority of the workers tend to stay indoors most of the time.

The project site is surrounded by industrial uses to the east and west. The closest sensitive receptors to the project site are single-family dwellings adjacent to the project site on the south side of I Street and along the east side of 32nd Street. The closest school to the project site is the Joyce School, approximately 3,500 feet to the southeast.

DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

Air quality plans describe air pollution control strategies to be implemented to bring an area that does not attain the NAAQS or CAAQS into compliance with those standards, or to maintain existing compliance with those standards, pursuant to the requirements of the CAA and CCAA. SMAQMD has adopted air quality plans pursuant to regulatory

[2] Asbestos is a term used for several types of naturally occurring fibrous minerals found in many parts of California. When rock containing asbestos is broken or crushed, such as through construction-related ground disturbance or rock quarrying activities where NOA is present, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Because asbestos is a known carcinogen, NOA is considered a TAC. NOA is typically associated with fault zones, and areas containing serpentinite or contacts between serpentinite and other types of rocks.

requirements under EPA and CARB. The 2017 and 2023 regional air quality management plans represent the most recent plans developed to describe and demonstrate how the Sacramento Federal Ozone Nonattainment Area (SFNA) is meeting requirements for ozone under the federal CAA in demonstrating reasonable further progress and attainment of the NAAQS for the 2008 8-hour ozone standard and 2015 8-hour ozone standard, respectively (SMAQMD 2017; SMAQMD 2023a). For particulate matter, SMAQMD developed the $PM_{2.5}$ Maintenance Plan and Redesignation Request (SMAQMD 2013) to address how the region attained and would continue to attain the 24-hour $PM_{2.5}$ standard and the PM_{10} Implementation/Maintenance Plan and Redesignation Request for Sacramento County (SMAQMD 2010).

As documented in the SMAQMD CEQA Guide, the recommended mass emissions thresholds for ozone precursors correlate to the NO_X and ROG reductions from heavy-duty vehicles and land use project emission reduction requirements committed to in the ozone attainment plans; therefore, projects whose emissions would be less than the recommended thresholds of significance for criteria air pollutants would not conflict with or obstruct implementation of applicable air quality plans related to the attainment of ozone. Similarly, the mass emissions thresholds for PM correlate to the SMAQMD's permitting offset trigger levels, which prevents deterioration of ambient air quality and ensures projects do not worsen the region's attainment status (SMAQMD 2020a). Therefore, projects whose emissions do not exceed the recommended PM thresholds of significance would also not conflict with or obstruct implementation of the applicable air quality plans related to PM.

The proposed project would result in the generation of emissions during construction activities. Because the pipelines are passive drainage structures located primarily underground, there would be no operational activities associated with the project. Table IS-2 presents the current significance thresholds for construction emissions established by SMAQMD. A project with emission rates below these thresholds is generally considered to have a less than significant effect on air quality (SMAQMD 2020b).

Table IS-2 SMAQMD Criteria Pollutant Construction Thresholds of Significance

Pollutant	Construction (pounds per day)	Construction (tons per year)
ROG	None	N/A
NO_X	85	N/A
PM_{10}	80[1]	14.6[1]
$PM_{2.5}$	82[1]	15[1]

Source: SMAQMD 2020b
[1] PM thresholds are zero (0) unless all feasible Beast Available Control Practices/Best Management Practices are applied.
ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = respirable particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less.

To allow the use of non-zero PM_{10} and $PM_{2.5}$ thresholds of significance, the SMAQMD recommends lead agencies require implementation of the following Basic Construction

Emission Control Practices (BCECPs) for all land use development projects (SMAQMD 2020a):

BASIC CONSTRUCTION EMISSION CONTROL PRACTICES

- 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, and 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;

- Minimize idling time by either shutting equipment off when not in use or reducing time of idling to 5 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site; and

- 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.

The proposed project's construction-related activities would be required to comply with SMAQMD rules and regulations established, in part, to ensure implementation of and consistency with strategies and actions of the applicable air quality plans, including but not limited to Rule 401 (Ringlemann Chart), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 405 (Dust and Condensed Fumes). As discussed in detail in item b) below, modeled project construction emissions would not exceed the SMAQMD thresholds of significance for any criteria pollutant. However, as noted above, due to the nonattainment status of the SVAB with respect to PM_{10} and $PM_{2.5}$, SMAQMD recommends that all construction projects implement the SMAQMD BCECPs; without incorporation, the project's construction activities could potentially conflict with or obstruct implementation of the SMAQMD's air quality plans for PM. Therefore, the impact would be **potentially significant**.

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

The nonattainment status of regional pollutants is a result of past and present development within the region, and by its very nature air pollution is largely a cumulative impact. The Sacramento region is in nonattainment for ozone and particulate matter. A single project's emissions may be individually limited, but could be cumulatively considerable when considered in combination with past, present, and future emissions sources within the air basin. The SMAQMD has established project-level emissions thresholds of significance for ozone precursors (i.e., ROG and $NO_{X)}$, PM_{10}, and $PM_{2.5}$. If a project's emissions are below the SMAQMD thresholds of significance, the project is not considered to result in a cumulatively considerable contribution to a significant impact on regional air quality (SMAQMD 2020a).

The project would generate criteria air pollutants and precursors in the short-term during construction activities. As stated above, the project would not generate emissions during operations. The project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. Project-specific construction parameters (*e.g.*, construction schedule, number/type of equipment, and total acres disturbed) were used as inputs in the air quality analysis. Where project-specific information was not available, CalEEMod default parameters were used. Model outputs are provided in Appendix A. The results of the project construction modeling are shown in Table IS-3. The data are presented as the maximum anticipated daily emissions for comparison with the SMAQMD thresholds. The modeling assumes implementation of the fugitive dust control measures that are quantifiable in CalEEMod, specifically watering exposed surfaces twice daily.

As shown in Table IS-3, emissions of criteria air pollutants and precursors would not exceed the SMAQMD significance thresholds. Nevertheless, as noted above under item a), SMAQMD recommends BCECPs for the purpose of controlling PM emissions from construction. Due to the nonattainment status of the SVAB with respect to PM_{10} and $PM_{2.5}$, without implementation of the BCECPs, construction emissions of PM_{10} and $PM_{2.5}$ would be **potentially significant**.

Table IS-3 Construction-Related Emissions of Criteria Air Pollutants and Precursors

Construction Phase	Maximum Daily Emissions ROG (pounds per day)	Maximum Daily Emissions NO_X (pounds per day)	Maximum Daily Emissions PM_{10} (pounds per day)	Maximum Daily Emissions $PM_{2.5}$ (pounds per day)	Maximum Annual Emissions PM_{10} (tons per year)	Maximum Annual Emissions $PM_{2.5}$ (tons per year)
Demolition	0.9	6.2	0.2	0.2	0.002	0.002
Site Preparation	0.3	3.2	0.1	0.1	0.004	0.001
Paving	0.5	5.2	0.2	0.2	0.001	0.001
Concrete Trucks	0.2	1.6	0.1	0.1	0.000	0.000
Onroad Worker Vehicle Trips	0.1	0.1	0.2	0.0	0.004	0.001
Onroad Vendor Vehicle Trips	0.0	0.1	0.0	0.0	0.000	0.000
Total Construction Emissions	2.1	16.4	0.8	0.6	0.012	**0.005**
SMAQMD Significance Threshold[1]	-	85	80	82	14.6	**15**
Emissions Exceed SMAQMD Threshold?	**-**	**No**	**No**	**No**	**No**	**No**

Notes: NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; $PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District

[1] Represents SMAQMD Threshold of Significance with the application of Basic Construction Emission Control Practices.

Modeled by AECOM in 2023. See Appendix A for additional details.

HEALTH EFFECTS OF CRITERIA AIR POLLUTANTS AND OZONE PRECURSORS

Criteria air pollutants can have human health effects at various concentrations, dependent upon the duration of exposure and type of pollutant. CAAQS and NAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Similarly, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. With respect to regional air quality, the SMAQMD region, including Sacramento County, is currently designated as nonattainment for the NAAQS for ozone and 24-hour $PM_{2.5}$, and nonattainment for the CAAQS for ozone and PM_{10} (SMAQMD 2020a). As noted above, projects that emit criteria air pollutants that exceed the SMAQMD thresholds of significance are considered to be “cumulatively considerable” and may contribute to the regional cumulative degradation of air quality that could result in impacts to human health.

Health effects associated with ozone include respiratory symptoms, worsening of lung disease, and damage to lung tissue. In recent years, a correlation has also been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality (EPA 2022). ROG and NO_X are precursors to ozone, for

which the SVAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of ROG and NO_X to regional ambient ozone concentrations is the result of complex photochemistry. The increases in ozone concentrations in the SVAB due to ozone precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of ozone precursors is speculative. Health effects associated with short- and long-term exposure to elevated concentrations of PM_{10} include respiratory symptoms, aggravation of respiratory and cardiovascular diseases, a weakened immune system, and cancer (WHO 2021). $PM_{2.5}$ poses an increased health risk because these very small particles can be inhaled deep in the lungs and may contain substances that are particularly harmful to human health.

The proposed project would generate criteria air pollutant emissions during the short-term construction phase, and the primary pollutants of concern would be ozone precursors (ROG and NO_X) and PM. Adverse health effects induced by regional criteria pollutant emissions generated by the proposed project are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). Ozone precursors contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_X generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutant may be transported over long distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to a single individual project.

Existing models have limited sensitivity to small changes in regional criteria pollutant concentrations, and as such, translating project-generated regional criteria air pollutants to specific health effects would not produce meaningful results. In other words, minor increases in regional air pollution from project-generated ROG and NO_X would have nominal or negligible impacts on human health. Currently, CARB and EPA have not approved a quantitative method to meaningfully and consistently translate the mass emissions of criteria air pollutants from a project to quantified health effects. As explained in the amicus brief filed by the South Coast Air Quality Management District (SCAQMD) in the *Sierra Club v. County of Fresno* (2014) 26 Cal.App.4th 704, it "takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels" (SCAQMD 2015).

In 2020, SMAQMD published Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District (SMAQMD 2020c), which provides a screening level analysis estimating the health effects of criteria air pollutants and their precursors, as well as provides guidance for conducting a health effects analysis of a project that satisfies the requirements of the *Sierra Club v. County of Fresno*, 2018, 6 Cal. 5th 502 case ruling regarding the proposed Friant Ranch Project. The Guidance was prepared by conducting regional photochemical modeling and relies on the EPA's Benefits

Mapping and Analysis Program to assess health impacts from ozone and $PM_{2.5}$. An analysis was conducted to estimate the level of health effects for a proposed project that has emissions at the maximum SMAQMD-recommended thresholds of significance using 41 hypothetical project locations, as well as a screening model conducted to estimate potential health effects for strategic areas where development is anticipated to cause exceedance of thresholds of significance. The results were used to develop two screening tools intended to support individual projects in analyzing health risks from criteria air pollutants: the Minor Project Health Screening Tool for projects with criteria pollutant emissions below SMAQMD's adopted thresholds of significance, and the Strategic Area Project Health Screening Tool for projects with emissions between two and six times the SMAQMD threshold levels.

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

The modeling results support a conclusion that any one proposed project in the SFNA, which is inclusive of the proposed project site, with emissions at or below the maximum SMAQMD thresholds of significance levels for criteria air pollutants does not on its own lead to sizeable health effects. The findings of the SMAQMD screening modeling indicate that the mean health incidence for a project emitting at the threshold of significance levels at all 41 representative locations was less than 3 per year for mortality and less than 1.5 per year for other health outcomes evaluated. The maximum reported mortality rate is 22 incidences per year and all other health outcomes evaluated are under 9 per year from a project emitting 656 pounds/day of each NO_X, ROG, and $PM_{2.5}$ at the downtown Sacramento strategic area.

As shown in Table IS-3, project-related emissions would be well below the SMAQMD-recommended thresholds of significance. As described previously, the SMAQMD modeling indicated that for projects with emissions at or below the maximum SMAQMD thresholds of significance levels for criteria air pollutants, the project on its own does not lead to sizeable health effects. As discussed above, the nature of criteria air pollutants is such that the emissions from an individual project cannot be directly identified as responsible for health impacts within any specific geographic location. Neither SMAQMD nor the County of Sacramento have adopted thresholds of significance for the assessment of health risks related to the emission of criteria air pollutants. Furthermore, an industry standard level of significance has not been adopted or proposed. As a result, attributing health risks at any specific geographic location to a single proposed project is not feasible, and this preceding information and consideration is presented for informational purposes only.

c) Expose sensitive receptors to substantial pollutant concentrations?

As discussed in "Environmental Setting," above, sensitive receptors surrounding the project site include single-family dwellings adjacent to the project site on the south side

of I Street and along the east side of 32nd Street. Construction of the project would generate DPM emissions from the use of off-road diesel-powered equipment. These activities may expose nearby receptors to TACs, including surrounding residents in adjacent areas.

Health risk is a function of the concentration of contaminants in the environment and the duration of exposure to those contaminants. Even in intensive phases of construction, there would not be substantial pollutant concentrations from an individual project, with the potential exception of the immediate vicinity of the construction site. Concentrations of mobile-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (100 meters) (Zhu and Hinds 2002). Construction activities may take place within 50-75 feet of adjacent residences. Other sensitive land uses such as schools, daycare centers, medical facilities, and recreational facilities are further away at distances greater than 1,500 feet from the project site.

The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent to which a person is exposed to the substance. Exhaust $PM_{2.5}$ emissions during construction would be low due to the limited number of construction equipment anticipated for the proposed project. The maximum daily on-site exhaust $PM_{2.5}$ emissions would be a subset of the total $PM_{2.5}$ emissions shown in Table IS-3, which include fugitive dust and exhaust PM emissions generated both on- and off-site; as detailed in Appendix A, the maximum daily on-site exhaust $PM_{2.5}$ emissions are estimated to be 0.58 pounds per day. The maximum daily emissions would only occur if all anticipated equipment were operated simultaneously in a given day, which is unlikely.

The risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. Health effects from TACs are often described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs for residences and 25-year exposure for workers (OEHHA 2015). The total construction duration is projected to take place over a period of approximately 2 months. As a result, the exposure of sensitive receptors to construction emissions would be intermittent and temporary in nature, and the exposure would be less than 1 percent of the total exposure period used for typical health risk calculations.

Construction of the project would result in temporary construction emissions that would cease after the completion of the project. As discussed above, concentrations of DPM are highest within 300 feet of the source, and drop off substantially at greater distances. Although there would be sensitive receptors located adjacent to construction activities, construction would be temporary in nature (approximately 2 months), and would result in less than 0.63 pounds per day of DPM emissions due to the limited amount of diesel-powered equipment and trucks during that time. Therefore, the possibility that construction activities could occur within a distance and for a duration that would generate substantial TAC exposure to sensitive receptors would be minimized, and this impact would be **less than significant**.

CARBON MONOXIDE HOTSPOTS

A mobile-source pollutant of localized concern is CO. Continuous engine exhaust may elevate localized CO concentrations, or "hot spots." Emissions and ambient concentrations of CO have decreased substantially throughout California in the past three decades. The national CO standard is attained statewide in California, and an exceedance of NAAQS or CAAQS in the region was last recorded in 1993. This is primarily attributable to requirements for cleaner vehicle emissions. Although ambient CO concentrations in the region have not exceeded NAAQS or CAAQS in many years, localized CO concentrations could still occur, particularly at intersections of high-volume roadways where a substantial number of gasoline-powered vehicles idle for prolonged durations throughout the day. Construction sites are less likely to result in localized CO hot spots due to the nature of construction activities, which normally use diesel-powered equipment for intermittent or short durations.

Construction activities associated with the proposed project would be short in duration (approximately 2 months); would only require up to 10 workers per day and an average of approximately 1 delivery truck per day to the site; and would follow regulatory limitations to minimize heavy-duty truck and equipment idling times to 5 minutes or less. There would be no operational increase in mobile trips associated with the project. Accordingly, the project would not contribute to regionally high-volume, congested roadways. Therefore, the proposed project would not violate air quality standards for CO or have the potential to result in CO hotspots, and this impact would be **less than significant**.

An air quality analysis for operations was not evaluated because no operational activities resulting in air quality emissions are expected as a result of the project.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines and emissions associated with the application of architectural coatings may be considered offensive to some individuals. However, the project would not introduce a substantial level of new diesel-powered equipment or architectural coating activity. Taking into consideration the fact that odors would be temporary and disperse rapidly with distance from the source, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, the project would be required to comply with SMAQMD's Rule 402 (Nuisance), which place general limitations on odorous substances and nuisances. This regulation would ensure that odors generated by short-term construction would not affect a substantial number of people. Therefore, this impact would be **less than significant**.

An air quality analysis for operations was not evaluated because no operational activities resulting in air quality emissions are expected as a result of the project.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure A: Basic Construction Emissions Control Practices

SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measure A, the project would be required to implement applicable emission control practices and therefore would not conflict with or obstruct an applicable air quality attainment plan or result in a cumulatively considerable net increase of any criteria pollutant for which the SVAB is non-attainment. Therefore, the impact would be **less than significant with mitigation incorporated**.

BIOLOGICAL RESOURCES

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

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

ENVIRONMENTAL SETTING

Field reconnaissance, database searches, and background literature review were conducted to characterize biological resources present or with the potential to occur within the project site. No protocol-level wildlife or botanical surveys have been conducted within the project site to date. A project site reconnaissance survey was conducted on November 9, 2023, by AECOM biologists. During this survey, land cover types and aquatic features were mapped within the approximately 2,150 linear feet of the project site, plus a 100-foot buffer in order to capture conditions immediately

surrounding the project site. The project site plus the 100-foot buffer area comprises the biological study area (BSA). Background research for this survey included a records search of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation Database (IPaC) (USFWS 2023), the California Resources Agency Natural Diversity Database (CDFW 2023), the California Native Plant Society Rare Plant Inventory (CNPS 2023), and the National Wetlands Inventory (USGS 2023).

SPECIAL-STATUS SPECIES

U.S. Endangered Species Act of 1973 (16 United States Code [U.S.C.] §§ 1531-1544), California Endangered Species Act (Fish & G. Code §§ 2050-2089.25). The federal Endangered Species Act (ESA) was passed by Congress to identify and protect special-status species and their habitats nationwide to protect them from extinction; it is administered by the U.S. Fish and Wildlife Service (USFWS). The California Endangered Species Act of 1970 (CESA) likewise identifies and protects such species within California and is administered by the California Department of Fish and Wildlife (CDFW). Special-status species include:

- USFWS-designated listing of threatened or endangered species, as well as candidate species;
- CDFW-designated listing of rare, threatened, or endangered species, as well as candidate species;
- Species considered to be rare or endangered under the conditions of Section 15380 of the CEQA Guidelines, such as those identified in the Inventory of Rare and Endangered Vascular Plants of California by the California Native Plant Society; and,
- Other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing, or rejection for state or federal status, such as Species of Special Concern designated by the CDFW.

The USFWS and CDFW both publish lists of special-status species, which satisfy criteria classifying them as endangered. Species that have been proposed for listing but have not yet been accepted are classified as candidate species. Generally, the term endangered (federal, state) refers to a species that is in danger of becoming extinct throughout all or a significant portion of its range, while a threatened (federal, state) or rare (state) species is one that could become endangered in the foreseeable future.

U.S. Migratory Bird Treaty Act of 1918 (16 U.S.C. 703–712, MBTA). The Migratory Bird Treaty Act implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The law has been amended with the signing of each treaty, as well as when any of the treaties were amended, such as with Mexico in 1976 and Canada in 1995. On January 7, 2021, the USFWS published a final rule defining the scope of the MBTA as it applies to conduct resulting in the injury or death of migratory birds protected by

the MBTA. This rule made significant changes to the scope of the MBTA to exclude incidental take of migratory birds, with an effective date of February 8, which was extended to March 8 and then opened to public comment. However, the USFWS ultimately decided to revoke the rule, and final rule was published on January 7, 2021 (86 Federal Register [FR] 54652). The Migratory Bird Treaty Act prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior USFWS. Most non-game wild birds are protected under the MBTA (USFWS 2021).

California Fish and Game Code (CFGC) (See, e.g., Fish & G. Code §§ 2080, 2081, 3503, 3511, 3513, 4700, 5050, 5515). The CDFW provides protection from take for state-listed and non-listed species. The CFGC defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CFGC § 2080 prohibits take of a species listed as endangered or threatened under the CESA and CFGC § 2081 allows CDFW to issue an incidental take permit in accordance with Title 14 California Code of Regulations (CCR) § 783.4(a-b) and § 2081(b). Eggs and nests of all birds are protected from take under CFGC § 3503. Raptors and raptor nests or eggs are protected from take under CFGC § 3503.5. Migratory birds are expressly prohibited from take under CFGC § 3513, and species designated by CDFW as fully-protected species are protected from take under CFGC § 3511, 4700, 5050, and 5515.

California Native Plant Protection Act (Fish & G. Code § 1900 et seq). The Native Plant Protection Act (NPPA) of 1977 allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.

All plants with a California Rare Plant Rank are considered "special plants" by California Department of Fish and Wildlife (CDFW). The term "special plants" is a broad term used by CDFW to refer to all of the plant taxa inventoried in CDFW's CNDDB, regardless of their legal or protection status. Plants ranked as California Rare Plant Rank 1A, 1B, 2A, and 2B may qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380. CDFW recommends that California Rare Plant Rank 1 and 2 species be addressed within the context of CEQA analyses and documentation. In general, California Rare Plant Rank 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380; however, these species may be evaluated by the lead agency on a case-by-case basis to determine significance criteria under CEQA.

The term "California species of special concern" is applied by CDFW to animals not listed under the federal Environmental Species Act (ESA) or California Environmental Species Act (CESA), but that are nonetheless declining at a rate that could result in listing, or that historically occurred in low numbers, or have limited ranges, and known threats to their persistence currently exist. "Fully protected" was the first state

classification used to identify and protect animal species that are rare or facing possible extinction. Most of these species were subsequently listed as threatened or endangered under CESA or ESA. The remaining fully protected species that are not officially listed under CESA or ESA are still legally protected under California Fish and Game Code, and qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380.

WETLANDS AND WATERS OF THE UNITED STATES AND STATE

CLEAN WATER ACT, 33 U.S.C. SECTION 1251 ET SEQ.

SECTION 404 PERMIT PROGRAM

Section 404 of the Federal Clean Water Act (CWA) requires a project applicant to obtain a permit from the U.S. Army Corps of Engineers (USACE) before engaging in any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Fill material is material placed in waters of the United States where the material has the effect of replacing any portion of a water of the United States with dry land or changing the bottom elevation of any portion of a water of the United States. Waters of the United States include navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; tributaries to any of these waters, and wetlands adjacent to these waters. Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Potentially jurisdictional wetlands must meet three wetland delineation criteria: hydrophytic vegetation, hydric soil types, and wetland hydrology. Wetlands that meet the delineation criteria may be jurisdictional under Section 404 of CWA pending USACE and U.S. Environmental Protection Agency (EPA) review.

As part of the review of a project, USACE must ensure compliance with applicable federal laws, including EPA's Section 404(b)(1) Guidelines. USACE regulations require that impacts to waters of the United States are avoided and minimized to the maximum extent practicable, and that unavoidable impacts are compensated (33 Code of Federal Regulations [CFR] 320.4[r]).

In 2008, USACE and EPA issued regulations governing compensatory mitigation for activities authorized by permits issued by USACE (33 CFR 332). The rule establishes a preference for the use of mitigation banks because they provide established wetland habitats that have already met success criteria thereby reducing some of the risks and uncertainties associated with compensatory mitigation involving creation of new wetlands that cannot yet demonstrate functionality at the time of project implementation. The rule also establishes a preference for providing compensatory mitigation within the affected watershed. Ideally, compensatory mitigation would take place at a mitigation bank or in-lieu fee program within the same watershed as the waters to be replaced. If mitigation banks and in-lieu fee programs are not available within the affected watershed, then permittee-responsible compensatory mitigation involving creation or

restoration within the affected watershed may be preferable to using a mitigation bank or in-lieu fee program outside the affected watershed.

SECTION 401 WATER QUALITY CERTIFICATION

Under Section 401 of the CWA, an applicant for a Section 404 permit must obtain a certificate from the appropriate state agency stating that the intended dredging or filling activity is consistent with the state's water quality standards and criteria. In California, the authority to grant water quality certification is delegated by the State Water Resources Control Board to the nine Regional Water Quality Control Boards (RWQCBs).

Executive Order 11990 – Protection of Wetlands. Executive Order (E.O.) 11990 established a national policy to avoid adverse impacts on wetlands whenever there is a practicable alternative. The U.S. Department of Transportation (DOT) promulgated DOT Order 5660.1A in 1978 to comply with this direction. On federally funded Projects, impacts to wetlands must be identified and alternatives that avoid wetlands must be considered. If wetland impacts cannot be avoided, then all practicable measures to minimize impacts must be included. This must be documented in a specific Wetlands Only Practicable Alternative Finding. An additional requirement is to provide early public involvement in Projects affecting wetlands. The Federal Highway Administration (FHWA) provides technical assistance (Technical Advisory 6640.8A) and reviews environmental documents for compliance.

California Fish and Game Code §§ 1600–1607 (Lake and Streambed Alteration Program). The CDFW has jurisdiction over streams that support fish and wildlife resources. Section 1602 of California Fish and Game Code requires any person, state or local governmental agency, or public utility to notify CDFW before beginning any activity that will do one or more of the following:

a. Substantially divert or obstruct the natural flow of any river, stream, or lake;

b. Substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake; or

c. Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, including seasonal drainages and intermittent streams.

When CDFW is notified, it will determine whether an activity might substantially adversely affect an existing fish and wildlife resource and may require that a Lake or Streambed Alteration Agreement be obtained prior to proceeding with any work in areas subject to CDFW jurisdiction. The Lake or Streambed Alteration Agreement contains measures that are required to be implemented to protect fish and wildlife resources.

CDFW jurisdiction extends beyond the ordinary high-water mark of streams – it encompasses all portions of the bed, bank, and channel of a stream, and often includes

adjacent riparian vegetation and floodplains. As such, CDFW's jurisdictional area is generally larger than the USACE jurisdictional area.

PORTER-COLOGNE WATER QUALITY CONTROL ACT, CALIFORNIA WATER CODE SECTION 13000, ET SEQ.

The Porter-Cologne Act (California Water Code Section 13000, et seq.) requires that each of the state's nine RWQCBs prepare and periodically update basin plans for water quality control. Each basin plan sets forth water quality standards for surface water and groundwater and actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Basin plans offer an opportunity to protect wetlands through the establishment of water quality objectives. The RWQCB's jurisdiction includes federally protected waters, as well as areas that meet the definition of "waters of the state." Waters of the state is defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The RWQCB has the discretion to take jurisdiction over areas not federally regulated under Section 401 provided they meet the definition of waters of the state. Mitigation requiring no net loss of wetlands functions and values of waters of the state is typically required by the RWQCB.

Any areas that meet the regulatory definition of "waters of the United States" are regulated under the jurisdiction of the USACE under Section 404 of the CWA. Waters of the U.S. include documented navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; tributaries to any of these waters, and wetlands adjacent to these waters. Potentially jurisdictional waters of the U.S. are typically determined by conducting a wetland delineation according to USACE methods and guidelines. However, because the proposed project site is heavily disturbed and no potential wetland features were observed on site during the reconnaissance-level survey, a wetland delineation survey was deemed unnecessary by the biologist. Additionally, a review of the National Wetlands Inventory showed that no wetlands are present within the project site. Robla Creek is considered potentially jurisdictional.

SITE DESCRIPTION

The project site is in the developed North Highlands area of unincorporated Sacramento County within the Sacramento River Basin. The project site consists of paved roadway and sidewalk infrastructure and planted trees, predominantly nonnative, on the margins of paved areas. All trees observed were not within the area that would be disturbed by the proposed project. No sensitive habitats or vegetation communities were observed within the project site during the field survey. No designated critical habitat is present within the project site and aquatic habitat within Robla Creek was deemed unsuitable for any native or special status species.

The project site is located within the Arcade Creek Watershed and is locally situated within the Robla Creek sub watershed. Robla Creek runs through the northern end of the project site. Robla Creek is a tributary stream of Steelhead Creek. While other adjacent tributaries such as Dry Creek offer recreational attraction and suitable salmonid spawning habitat, the smaller size and persistent disturbance of Robla Creek

do not lend themselves to the same recreational or habitat designations. Land cover in the project area includes urban/developed (industrial, and residential), and ruderal/disturbed, and there is little to no available habitat for wildlife. There are no sensitive plant communities or listed critical habitat for special status species within the proposed project site (CDFW and USFWS 2023). During the project site reconnaissance survey, AECOM biologists determined there was no potential for any listed or special status species to occur within terrestrial or aquatic habitat present within or along Robla Creek.

VEGETATION COMMUNITIES AND HABITATS

The two land cover types present within the project site are urban/developed and ruderal disturbed. Vegetation in urban areas consists primarily of introduced ornamental trees and shrubs with an understory of bare soil, weedy species, and invasive annual grasses bordering existing roadways and sidewalks. Ruderal disturbed areas have a more complete cover of weedy perennial species and invasive annual grasses. In the portion of the project site where Robla Creek overlaps with the project site boundaries, ruderal land cover adjacent to the aquatic feature consists of weedy species, invasive annual grasses, nonnative shrub and tree cover, and giant reed grass (*Arundo donax*).

Exotic tree and shrub species may provide valuable habitat elements such as cover for nesting and roosting, as well as food sources such as nuts or berries. Native and introduced animal species that are tolerant of anthropogenic activity often thrive in these urban environments if sufficient cover and forage is available. However, urban/developed lands are generally not of high value for wildlife. Birds, mammals, and some reptiles that occur in these areas typically include introduced species adapted to human habitation including rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), and eastern fox squirrel (*Sciurus niger*). Some native species persist in developed lands, including Brewer's blackbird (*Euphagus cyanocephalus*), house finch (*Carpodacus mexicanus*), western scrub jay (*Aphelocoma californica*), and American crow (*Corvus brachyrhynchos*).

Ruderal land cover within the project site is relatively sparsely vegetated and the project site is predominantly defined by urban/developed landcover; thus, ruderal areas would not provide moderate or high-quality foraging habitat for avian species or other anthropogenically adapted wildlife. Vascular plant species associated with these areas typically include Canadian horseweed (*Conyza canadensis*), turkey mullein (*Eremocarpus setigerus*), milk thistle (*Silybum marianum*), yellow star-thistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arvensis*), wild lettuce (*Lactuca serriola*), prickly sow thistle (*Sonchus arvensis*), common vetch (*Vicia sativa*), and shortpod mustard (*Hirschfeldia incana*).

AQUATIC FEATURES

Robla Creek crosses the project site at the northern end of the storm drain improvement alignment. The construction footprint includes a proposed 'new' outfall to be constructed on the southern box culvert on Robla Creek. Within the project area, the reach of Robla Creek was observed as stagnant with an estimated depth of approximately 1 foot.

Within the project area, banks were defined by ruderal cover dominated by weedy species and nonnative annual grasses. Outside of the project area, within the BSA, banks were more densely vegetated with giant reed grass (*Arundo donax*) and cattail species (*Typha* spp.). This reach of Robla Creek is heavily disturbed due to its proximity to nearby roadways, industrial uses, and public access.

WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors link areas of suitable wildlife habitat that may otherwise be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated "islands" of habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations. AECOM biologists determined that the potential for listed or special status species to utilize any portion of the project site as a wildlife movement corridor due to existing anthropogenic disturbance and degraded habitat conditions within Robla Creek where it overlaps with the project site was very low. Urban/developed land cover that surrounds the project site creates barriers to and from the project site and limits any potential for wildlife migration.

SPECIAL-STATUS SPECIES AND CRITICAL HABITAT

The project site provides low to no value habitat for wildlife. No burrows or nest sites for wildlife were observed within or adjacent to the project site at the time of the reconnaissance survey. CNDDB and IPaC database searches identified no previously documented occurrences of any special status plant or wildlife species within or in proximity to the project site. Within the database search area (Rio Linda USGS 7.5 minute quadrangle), no critical habitat was identified as occurring within or in proximity to the work area. The nearest critical habitat is approximately 1.97 miles northwest of the project site within Dry Creek, for listed salmonids. CNDDB database searches returned 19 special status species with potential to occur within the Rio Linda 7.5 minute quadrangle. Of these species, only three have low potential to occur within proximity to the project site, these being steelhead – Central Valley DPS (*Oncorhynchus mykiss irideus* pop. 11), western pond turtle (*Emys marmorata*), and Swainson's hawk (*Buteo swainsoni*). No CNDDB records were recorded for Swainson's hawk within approximately 3 miles of the project alignment. One CNDDB record for western pond turtle was recorded approximately 2 miles southwest of the project alignment within a pond adjacent to Don Julio Creek onsite at McClellan Air Force Base.

The California Native Plant Society Rare Plant Inventory returned six species with potential to occur within the Rio Linda 7.5 minute quadrangle. Of these species, only Sanford's arrowhead (*Sagittaria sanfordii*) (Rank 1B.2) (aka valley arrowhead) has potential to occur within or in proximity to the project alignment. This species inhabits

shallow freshwater marshes and swamps, as well as drainage ditches and canals, at elevations from 0 to 2,135 feet amsl; however, it is most prevalent at elevations lower than approximately 2,100 feet amsl. Sanford's arrowhead blooms from May through October and is commonly associated with the water plantain (*Alisma plantago-aquatica*), water primrose (*Ludwigia peploides*), and various species of cattail (*Typha spp.*). CNDDB database searches returned one occurrence of Sanford's (valley) arrowhead located approximately 1.46 miles northwest of the project site. This occurrence documents thousands of plants seen in 2001 and approximately 200 plants seen in four scattered populations in 2020. This occurrence was recorded in and along Goat Creek in habitat similar to that present within the northern end of the project site.

DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Project implementation would include earthmoving activities within approximately 2,150 linear feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. Earthwork would include pavement and soil removal; trenching and pipe installation; concrete boring; and repaving. It is unlikely that special status wildlife species could occur within the project site due to a lack of suitable habitat, the highly disturbed nature of ruderal vegetation and trees within the site, and the proximity of this site to heavy traffic and both residential and industrial development. The reach of Robla Creek within the project site does not provide suitable aquatic habitat for any native/listed fish species or western pond turtle because existing anthropogenic barriers to movement, such as a creek-wide buildup of trash and debris joined with low flow and stagnant water, impede fish passage. Robla Creek is defined by a silt-sand bottom, which is not suitable habitat for salmonid spawning or rearing. Additionally, there is no downed woody debris (DWD) or undercut banks present within this reach of Robla Creek that could provide suitable in-water refugia for juvenile salmonids. No historic Swainson's hawk nests occur within approximately 3 miles of the project site. No special-status plant or wildlife species were observed within the proposed project site during the reconnaissance survey. CNDDB and IPaC searches showed no critical habitat for any listed species within the project site (CDFW and USFWS 2023).

There is a very low potential for special status plant species Sanford's arrowhead to occur within the project area. However, because temporary disturbance to Robla Creek could occur during construction, this impact would be **potentially significant**.

No trees would be removed as part of the project. However, construction activities could potentially result in nesting bird abandonment by adults and mortality of chicks and eggs if nesting birds utilize trees adjacent to the project site. Loss of the nests of common bird species would not result in a substantial impact on local or regional populations;

however, destruction of bird nests is a violation of the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code (MTBA and CFGC 2021). Despite the lack of high-quality habitat present within the project site, there is still potential for protected avian species to occur within and in proximity to the project site. Therefore, impacts on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service would be **potentially significant**.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Sensitive natural communities, including riparian habitat, fall under the jurisdiction of CDFW under Fish & Game Code. These communities are habitats that have a limited distribution and are often vulnerable to the environmental effects of projects. The habitat present within the project site consists of ruderal and developed land cover with ornamental-planted trees occurring occasionally along the roadway and within residential yards. There is riparian habitat present outside of the project site along the heavily disturbed Robla Creek; however, there is no riparian habitat or other sensitive natural communities within the proposed project site. Therefore, impacts would be **less than significant.**

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The conceptual design of the project has been developed to avoid impacts to Robla Creek. Additionally, during construction of the proposed outfall structure, the southern box culvert of the existing 32nd Street concrete bridge over Robla Creek, to which the proposed drainage pipeline would connect, would be blocked off with an impermeable dam on the upstream and downstream sides. Water would continue to flow through the northern box culvert during construction. The new stormwater drainage pipeline outfall would connect to the existing concrete box culvert, not to the natural creek, which would minimize the potential for erosion. However, in-stream work would be necessary to install and remove the turbidity barrier, which could disturb portions of the creek bed and bank and cause temporary impacts on the creek under jurisdictional criteria of the USACE Clean Water Act Section 404, CDFW Fish and Game Code 1602, and RWQCB Porter-Cologne Water Quality Control Act. It is also likely that a construction staging area would be located immediately adjacent to the creek and on top of the bridge for work on the outfall. These activities could result in discharges to the creek from erosion or accidental spills. Therefore, this impact would be **potentially significant**.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site consists of approximately 2,150 linear feet of pavement within the I Street and 32nd Street public rights-of-way, the existing 32nd Street concrete bridge overcrossing at Robla Creek, and adjacent industrial property to be used for staging. This project site does not contain any significant waterways for fish passage and does not serve as a corridor for any migratory or native wildlife. No trees would be removed or limbed as a result of project activities and no elderberry shrubs or trees were identified within or in proximity to the project area. The reach of Robla Creek within the project site does not provide suitable aquatic habitat for any native/listed fish species and existing anthropogenic barriers to movement, such as a creek-wide buildup of trash and debris joined with low flow and stagnant water, impede fish passage. Robla Creek is defined by a silt-sand bottom which is not suitable habitat for salmonid spawning or rearing, additionally, there is no downed woody debris (DWD) or undercut banks present within this reach of Robla Creek that could provide suitable in water refugia for juvenile salmonids. CNDDB database searches of the Rio Linda 7.5 minute quadrangle returned one occurrence of steelhead-Central Valley DPS within Dry Creek and two tributaries (Secret and Miners Ravines). This occurrence showed mapped habitat which is currently navigable by steelhead-Central Valley DPS. The occurrence of this population is limited to the mainstem of Dry Creek, used only as a migratory corridor since current water and substrate quality were deemed too degraded to support spawning. Riverine habitat within Secret and Miners Ravines, further upstream on Dry Creek, was deemed as suitable spawning habitat for steelhead-Central Valley DPS. Robla Creek is not considered by CDFW to provide suitable migratory or spawning habitat. CNDDB and IPaC searches showed no critical habitat for any listed species within the project site (CDFW and USFWS 2023). The nearest critical habitat for steelhead-Central Valley DPS is approximately 1.97 miles northwest of the project site within Dry Creek. The only suitable wildlife habitat within direct proximity to the proposed project site is along Robla Creek, outside of any proposed work areas. However, developed industrial and residential areas surround the project site on all sides and reduces the suitability of the creek as a wildlife corridor due to human activities. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This impact would be **less than significant**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No trees are proposed for removal as part of the project. During the reconnaissance survey, AECOM biologists did not identify any protected trees within the project site which would need to be removed or trimmed to facilitate the proposed improvements. Therefore, there would be ***no impact.***

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed project is not within the planning area of any Habitat Conservation Area, Natural Community Conservation Plan, or other conservation plan. Thus, implementation of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other Conservation plan, and there would be ***no impact***.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure B: Avoid Impacts on Special Status Plant Sanford's Arrowhead

Mitigation Measure C: Avoid Impacts on Nesting Birds

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure B would reduce the potentially significant impact on Sanford's arrowhead to a **less-than-significant level** because it would identify any plants in the project area and avoid them during construction. Implementation of Mitigation Measure C would reduce the potentially significant impact on nesting birds to a **less-than-significant level** because it would protect nesting birds in the vicinity of the project site from construction-related noise and vibrational disturbances, if project construction occurs during the bird nesting season.

Mitigation Measure D: Implement a Water Quality Control Plan to Protect Water Quality in Robla Creek

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure D (along with Mitigation Measure E below) would reduce the potentially significant impact from degradation of water quality in Robla Creek to a **less-than-significant** level because, in addition to the turbidity barrier that would be installed as part of the proposed project, a Spill Prevention and Response Plan and Water Quality Monitoring Plan would be prepared an implemented, the construction disturbance area would be minimized, construction equipment and materials would be staged in an upland area as far as practicable from the Robla Creek channel, construction equipment would be continuously maintained to reduce the potential for leaks of fuel or oil, and the construction work area would be maintained free from trash and litter.

Mitigation Measure E: Avoid, Minimize and Compensate for Impacts on Robla Creek and Comply with Federal, State, and Local Permits

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure E would avoid impacts on waters of the US/State by minimizing impacts, obtaining necessary permits, implementing permit conditions,

and providing mitigation on a no-net-loss base. Implementing this measure would reduce project impact on waters of the US/State to a **less-than-significant** level.

CULTURAL RESOURCES

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

a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

c. Disturb any human remains, including those interred outside of formal cemeteries?

ENVIRONMENTAL SETTING

PREHISTORIC SETTING

In an attempt to unify the various hypothesized cultural periods in California, Fredrickson proposed an all-encompassing scheme for cultural development, while acknowledging that these general trends may manifest themselves differently and there may be some variation between sub-regions. These general cultural periods (Paleo-Indian; Early, Middle, and Late Archaic; and Emergent periods) are used here in connection with the North-Central Sierra Nevada chronology because of their relevancy to the lower foothill region of the project in the vicinity of Folsom.

The Late Pleistocene Pattern and Period (>10,000 Before Present [B.P.]) in the foothill and eastern Sacramento Valley is practically non-existent. Sites CA-SAC-370 and CA-SAC-379, located near Rancho Murieta, produced numerous bifaces, cores, and raw materials from gravel strata estimated to be between 12,000 and 18,000 years in age. Early Holocene Pattern and Period (circa [ca.] 10,000–7000 B.P.) was first defined by Bedwell (1970) as a human adaptation to lake, marsh, and grassland environments that were prevalent at this time. Appearing after 11,000 years B.P., the tradition slowly disappeared ca. 8000–7000 B.P.

During the Archaic Pattern and Period – (ca. 7000–3200 B.P.), the climate in the valleys and foothills of Central California becomes warmer and dryer, and millingstones are found in abundance.

The Early and Middle Sierran Pattern (ca. 3200–600 B.P.) evidences an expansion in use of obsidian, which is interpreted with reservation to indicate an increase in regional land use, and the regular use of certain locales. During this time, a much heavier reliance on acorns as a staple food develops, and supports large, dense populations.

During the Late Sierran Period (ca. 600–150 B.P.), archaeological village sites generally correspond to those identified in the ethnographic literature. Diagnostic artifacts are

small contracting-stem points, clam shell disk beads, and trade beads introduced near the end of the period, marking the arrival of European groups (Beardsley 1954:77–79; Elsasser 1978:44; Fredrickson 1978).

ETHNOGRAPHIC SETTING

Ethnographically, the project site is situated in the Nisenan (sometimes referred to as the Southern Maidu) sphere of influence. The Nisenan territory included the drainages of the Yuba, Bear, and American rivers, and the lower drainages of the Feather River, extending from the crest of the Sierra Nevada to the banks of the Sacramento River. In the Nisenan territory, several political divisions, constituting tribelets, each had their own respective headmen who lived in the larger villages. However, it is not known which of these larger population centers wielded more influence than others, although they were all located in the foothill areas. In general, more substantial and permanent Nisenan villages were not established on the valley plain between the Sacramento River and the foothills, although this area was used as a rich hunting and gathering ground (Wilson, N.L. and Towne, A.H. 1978).

The project area is situated within the traditional territory of the Nisenan. The language of the Nisenan, which includes several dialects, is classified within the Maiduan family of the Penutian linguistic stock. Kroeber (1925) recognized three Nisenan dialects: Northern Hill, Southern Hill, and Valley. The Nisenan territory included the drainages of the Yuba, Bear, and American rivers, and the lower drainages of the Feather River, extending from the crest of the Sierra Nevada to the banks of the Sacramento River. According to Bennyhoff (1961:204–209), the southern boundary with the Miwok was probably a few miles south of the American River, bordering a shared area used by both Miwok and Nisenan groups that extended to the Cosumnes River. It appears that the foothills Nisenan distrusted the valley peoples but had a mostly friendly relationship with the Washoe to the east. Elders recall intergroup marriage and trade, primarily involving the exchange of acorns for fish procured by the Washoe (Wilson 1972:33). The northern boundary has not been clearly established due to similarities in language with neighboring tribes (Wilson and Towne 1978:387 - 389).

Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages were usually located on low rises along major watercourses. Houses were domed structures measuring 10 to 15 feet in diameter and covered with earth and tule reeds or grass. Brush shelters were used in the summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule reeds or brush, with a central hole at the top to allow the escape of smoke, and an east-facing entrance. Another common village structure was the granary, which was used for storing acorns.

Several political divisions in the Nisenan territory, constituting tribelets, had headmen in the larger villages. However, the relative levels of influence in these larger population centers are unknown. All of these larger villages were located in the foothills. More substantial and permanent Nisenan villages generally were not established on the valley plain between the Sacramento River and the foothills, although this area was

used as a rich hunting and gathering ground. One tribelet consisted of people occupying the territory between the Bear River and the Middle Fork American River (Wilson and Towne 1978). According to Kroeber (1925:831), the larger villages could have had populations exceeding 500 individuals, although small settlements consisting of 15–25 people and extended families were common.

The Nisenan occupied permanent settlements from which specific task groups set out to harvest the seasonal bounty of flora and fauna that the rich valley environment provided. The Valley Nisenan economy involved riparian resources, in contrast to the Hill Nisenan, whose resource base consisted primarily of acorn and game procurement. The only domestic plant was native tobacco (*Nicotiana* sp.), but many wild species were closely husbanded. The acorn crops from the blue oak (*Quercus douglasii*) and black oak (*Q. kelloggii*) were carefully managed resources. Acorns were stored in granaries in anticipation of winter. Deer, rabbit, and salmon were the chief sources of animal protein in the aboriginal diet, but many insect and other animal species were taken when available (Wilson and Towne 1978:389).

The decimation of the Nisenan culture in the 19th century as a result of European colonization, coupled with a reluctance to discuss Nisenan spiritual beliefs and practices, makes it difficult to describe these practices in any detail. However, historic records document a number of observances and dances, some of which are still performed today, that were important ceremonies in early historic times. The Kuksu Cult, the basic religious system noted throughout Central California, appeared among the Nisenan. Cult membership was restricted to those initiated in its spirit and deity-impersonating rites. However, the Kuksu Cult was only one of several levels of religious practice among the Nisenan. Various dances associated with mourning and the change of seasons were also important. One of the last major additions to Nisenan spiritual life occurred sometime shortly after 1872 with a revival of the Kuksu Cult as an adaptation to the Ghost Dance religion (Wilson and Towne 1978). Today, Nisenan descendants are reinvesting in their traditions, and represent a growing and thriving community.

Following documentation by the Department of Interior for the existence of a separate, cohesive band of Maidu and Miwok Indians, occupying a village on the outskirts of the City of Auburn in Placer County, the United States acquired land in trust for the Auburn Band in 1917 near the City of Auburn and formally established a reservation, known as the Auburn Rancheria. Tribal members continued to live on the reservation as a community despite great adversity.

However, in 1967 United States terminated federal recognition of the Auburn Band. Finally, in 1970, President Nixon declared the policy of termination a failure. In 1976, both the United States Senate and House of Representatives expressly repudiated this policy in favor of a new federal policy entitled Indian Self-Determination.

In 1991, surviving members of the Auburn Band reorganized their tribal government as the United Auburn Indian Community (UAIC) and requested the United States to formally restore their federal recognition. In 1994, Congress passed the Auburn Indian

Restoration Act, which restored the Tribe's federal recognition. The Act provided that the Tribe may acquire land in Placer County to establish a new reservation.

Today, Nisenan descendants and other tribes are reinvesting in their traditions and represent a growing and thriving community that is actively involved in defining their role as stewards of their ancestor's sites including the identification of tribal cultural resources (TCRs). TCRs provide the backdrop to religious understanding, traditional stories, knowledge of resources such as varying landscapes, bodies of water, animals and plants, and self-identity. Knowledge of place is central to the continuation and persistence of culture, even if former Nisenan and Miwok occupants live removed from their traditional homeland. Consulting tribes view these interconnected sites and places as living entities; their associations and feeling persist and connect with descendant communities.

PREVIOUS CULTURAL STUDIES

A records search conducted by the North Central Information Center of the California Historical Resources Information System indicated no previously recorded resources in the project area or within a quarter mile radius of the project area, which is located along I Street and 32nd Street to the concrete 32nd Street bridge over Robla Creek.

No previous reports were recorded within the project area. Five previous reports were conducted within a quarter mile of the project area. Report number 001753 (*Diehl, Eugenia 1992, Cultural Resources Assessment for Proposed Squadron Operations/ Group Headquarters Facility Alternatives A and B and Firefighter Radar Testing, McClellan Air Force Base, California*.), report number 002958 (*2001, Cultural Resources Inventory and Evaluation Report for the Proposed Upper Northwest Interceptor Project, Rio Linda and North Highlands, Sacramento County, CA*.), report number 006453 (*Exton, Eric Charles 2002, Review of Proposed American Tower Corporation Telecommunications Tower Site "Elkhorn" (82552), 6529-32nd Street, Sacramento, Sacramento County, California*.), report number 007980 (*Neuenschwander, Neal 1993, Intensive Cultural Resource Survey of Portions of McClellan Air Force Base, Sacramento County, California*.),and report number 008939 (*Mason, Roger D. 2007. Cultural Resources Survey Report, Watt Elkhorn, Sacramento County, California*.)

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA offers directives regarding impacts on historical resources and unique archaeological resources. Generally, CEQA states that if implementation of a project would result in significant environmental impacts, then public agencies should determine whether such impacts can be substantially lessened or avoided through feasible mitigation measures or feasible alternatives. This general mandate applies equally to significant environmental effects related to certain cultural resources.

Only significant cultural resources (e.g., "historical resources" and "unique archaeological resources") need to be addressed. The State CEQA Guidelines define a "historical resource" as "a resource listed or eligible for listing in the California Register of Historical Resources" (CEQA Guidelines, Section 15064.5, subdivision [a][1]; see

also Public Resources Code Sections 5024.1, 21084.1). A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR), as determined by the State Historical Resources Commission or the lead agency, if the resource:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or

2. Is associated with the lives of persons important in our past; or

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, a resource is presumed to constitute a "historical resource" if it is included in a "local register of historical resources" unless "the preponderance of evidence demonstrates that it is not historically or culturally significant" (CEQA Guidelines, Section 15064.5, subdivision [a][2]). The State CEQA Guidelines require consideration of unique archaeological sites (Section 15064.5; see also Public Resources Code Section 21083.2). A "unique archaeological resource" is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria (Public Resources Code 21083.2):

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. s directly associated with a scientifically recognized important prehistoric or historic event or person.

If a cultural resource does not meet the criteria for inclusion in the CRHR but meets the definition of a unique archaeological resource as outlined in Section 21083.2 of the Public Resources Code, it is entitled to special protection or attention under CEQA. Treatment options under Section 21083.2 of CEQA include activities that preserve such resources in place, in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a "unique archaeological resource").

The State CEQA Guidelines require that excavation activities be stopped whenever human remains are uncovered, and that the county coroner be called to assess the remains. If the county coroner determines that the remains are those of Native

Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, Section 15064.5(d) of the State CEQA Guidelines directs the lead agency to consult with the appropriate Native Americans, as identified by the NAHC, and directs the lead agency (or project applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains. Sacramento County Department of Water Resources would be responsible for compliance with CEQA.

CEQA offers directives regarding impacts on historical resources and unique archaeological resources. Generally, CEQA states that if implementation of a project would result in significant environmental impacts, then public agencies should determine whether such impacts can be substantially lessened or avoided through feasible mitigation measures or feasible alternatives. This general mandate applies equally to significant environmental effects related to certain cultural resources.

Only significant cultural resources (e.g., “historical resources” and “unique archaeological resources”) need to be addressed. The State CEQA Guidelines define a “historical resource” as “a resource listed or eligible for listing in the California Register of Historical Resources” (CEQA Guidelines, Section 15064.5, subdivision [a][1]; see also Public Resources Code Sections 5024.1, 21084.1). A historical resource may be eligible for inclusion in the California Register of Historical Resources (CRHR), as determined by the State Historical Resources Commission or the lead agency, if the resource:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; or

2. Is associated with the lives of persons important in our past; or

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, a resource is presumed to constitute a “historical resource” if it is included in a “local register of historical resources” unless “the preponderance of evidence demonstrates that it is not historically or culturally significant” (CEQA Guidelines, Section 15064.5, subdivision [a][2]). The State CEQA Guidelines require consideration of unique archaeological sites (Section 15064.5; see also Public Resources Code Section 21083.2). A “unique archaeological resource” is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria (Public Resources Code 21083.2):

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If a cultural resource does not meet the criteria for inclusion in the CRHR but meets the definition of a unique archaeological resource as outlined in Section 21083.2 of the Public Resources Code, it is entitled to special protection or attention under CEQA. Treatment options under Section 21083.2 of the Public Resources Code include activities that preserve such resources in place, in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a "unique archaeological resource").

The State CEQA Guidelines require that excavation activities be stopped whenever human remains are uncovered, and that the county coroner be called to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, Section 15064.5(d) of the State CEQA Guidelines directs the lead agency to consult with the appropriate Native Americans, as identified by the NAHC, and directs the lead agency (or project applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains. Sacramento County Department of Water Resources would be responsible for compliance with CEQA.

DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Project implementation would include earthmoving activities within approximately 2,150 lineal feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. Earthwork would include pavement and soil removal; trenching and pipe installation; concrete boring; and repaving. Due to the lack of previously recorded resources within both the project area and a quarter mile radius of the project area, it is unlikely that project construction would cause adverse impacts to a precolonial or historical resource pursuant to § 15064.5. However, although the possibility is unlikely, inadvertent disturbance to such resources cannot be ruled out. Therefore, this impact would be **potentially significant**.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Project implementation would include earthmoving activities within approximately 2,150 lineal feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. Earthwork would include pavement and

soil removal; trenching and pipe installation; concrete boring; and repaving. Due to the lack of previously recorded resources within both the project area and a quarter mile radius of the project area, it is unlikely that project construction would cause adverse impacts to an archaeological resource pursuant to § 15064.5. However, although the possibility is unlikely, inadvertent disturbance to such resources cannot be ruled out. Therefore, this impact would be **potentially significant**.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Given the lack of previously recorded resources in the project area, there is little likelihood that human remains would be disturbed by project construction. However, although the possibility is unlikely, in advertent disturbance to undiscovered remains cannot be ruled out. Therefore, this impact would be **potentially significant**.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure F: Worker Awareness Training

Mitigation Measure G: Unanticipated Discovery of Cultural Resources

Mitigation Measure H: Unanticipated Discovery of Human Remains

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure F would require a worker awareness training be given to all construction personnel to inform them on what a cultural resource would look like if found, what to do if found, and the legal consequences for not following the procedures surrounding inadvertently found historic cultural resources. Mitigation Measure G requires consultation with a qualified archaeologist in the event of an accidental discovery of a cultural resource. With implementation of Mitigation Measures F and G, unknown historic cultural resources would be adequately protected and preserved if found during construction. These mitigation measures would reduce impacts to historic cultural resources to **less than significant with mitigation incorporated**.

Implementation of Mitigation Measure F would require a worker awareness training be given to all construction personnel to inform them on what a cultural resource would look like if found, what to do if found, and the legal consequences for not following the procedures surrounding inadvertently found historic cultural or archaeological resources. Mitigation Measure G requires consultation with a qualified archaeologist in the event of an accidental discovery of an archaeological resource. With implementation of Mitigation Measures F and G, unknown archaeological resources will be adequately protected and preserved if found during construction. These mitigation measures would reduce impacts to archaeological resources to **less than significant with mitigation incorporated**.

Implementation of Mitigation Measure F would require a worker awareness training be given to all construction personnel to inform them on what a cultural resource (including

human remains) would look like if found, what to do if found, and the legal consequences for not following the procedures surrounding inadvertently found historic cultural or archaeological resources. Mitigation Measure H outlines the procedure if human remains are discovered during construction. With implementation of Mitigation Measures F and H, unknown humans remains will be adequately protected and preserved if found during construction. These mitigation measures would reduce impacts to human remains to **less than significant with mitigation incorporated**.

ENERGY

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

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

ENVIRONMENTAL SETTING

This section details the existing conditions related to energy resources in Sacramento County and its surrounding region, and evaluates the project's potential impacts related to energy resources. Within this section, and most relevant to Sacramento County and the proposed project, the energy resources described are those related to transportation fuels (primarily gasoline and diesel fuel), and opportunities for energy conservation and the use of renewable energy resources.

Transportation is the largest energy consuming sector in California, accounting for approximately 38 percent of all energy use in the state (U.S. Energy Information Administration 2023a). Since transportation accounts for more energy consumption than other end-use sectors, travel demand reducing features of a project site and design are important for consideration in an assessment of energy efficiency.

Transportation fuel has and will continue to diversify in California and elsewhere. While historically gasoline and diesel fuel accounted for nearly all demand, there are now numerous alternative fuel options becoming more market-available, including ethanol, natural gas, electricity, and hydrogen. Currently, despite advancements in alternative fuels and clean vehicle technologies, gasoline and diesel remain the primary fuels used for transportation in California, and California remains the second highest consumer of motor gasoline in the country (U.S. Energy Information Administration 2023a).

DISCUSSION

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Implementation of the proposed project would increase the consumption of energy for the duration of construction in the form of electricity and fossil fuels (e.g., gasoline, diesel fuel). Energy in the form of fuel would be consumed during this period by construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site.

Table IS-4 presents the total fuel consumption anticipated for the proposed construction activities, shown for the construction period. Over the anticipated two-month construction period, the proposed project would require a total of approximately 4,595 gallons of diesel and 516 gallons of gasoline. The calculations in Table IS-4 are based on the emissions calculations for proposed construction activities modeled using the California Emissions Estimator Model (CalEEMod), as further detailed in "Air Quality" and "Greenhouse Gas Emissions" of this Initial Study, and application of the United States Energy Information Administration carbon dioxide (CO_2) emissions coefficients (U.S. Energy Information Administration 2023b) to estimate fuel consumption for construction activities. Note that, as stated above, there continues to be advancements in alternative fuels and clean vehicle technologies which would shift construction fleet mixes toward greater percentages of electric or hybrid powered vehicles and equipment over time. However, energy consumption has been estimated for the proposed project assuming only diesel and gasoline powered equipment and vehicles, as these remain the primary fuels used for transportation.

Table IS-4 Modeled Construction Fuel Consumption

Source	MT CO_2[a]	Fuel Type	Emission Factor (lb. CO_2/gallon)[b]	Gallons
Offroad Equipment	45.5	Diesel	22.45	4,466
Worker	4.1	Gas	17.86	508
Vendor	0.6	Diesel	22.45	56
Hauling	0.0	Diesel	22.45	-
All Sources	**Total Demand**		**Diesel**	**4,522**
All Sources			**Gasoline**	**508**

Notes:
CO_2 = carbon dioxide; MT = metric tons; lb. = pound
[a] Modeled by AECOM in 2023.
[b] U.S. Energy Information Administration 2023b
See Appendix A for detailed emissions modeling and energy calculations.

Project-related construction activities would be temporary in nature and would be conducted in accordance with all applicable laws and regulations, including applicable federal, state, and local laws that are intended to promote efficient utilization of

resources and minimize environmental impacts. Construction equipment and heavy-duty trucks used for the proposed project would be required to comply with all federal and state standards and regulations, including limiting idling to 5 minutes or less (Section 2449 of the CCR, Title 13, Article 4.8, Chapter 9), which would minimize the wasteful consumption of fuel during construction. Construction equipment and vehicle activity and related energy consumption would be typical of that associated with the construction of the types of infrastructure included in the project. The proposed project does not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites. Therefore, construction associated with the proposed project would not result in inefficient, wasteful, or unnecessary use of fuel or other energy sources. This impact would be **less than significant**.

An analysis for operations was not evaluated because no operational activities resulting in energy consumption are expected as a result of the project.

Energy efficiency is a possible indicator of environmental impacts. The actual adverse physical environmental effects associated with energy use and the efficiency of energy use are detailed throughout this Initial Study in the environmental topic–specific sections. For example, the use of energy can lead to air pollutant and GHG emissions, the impacts of which are addressed in Sections 6 and 11, respectively. There is no physical environmental effect associated with energy use that is not addressed in the environmental topic–specific sections of this Initial Study.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Construction activities under the proposed project would use construction equipment and vehicles that are in compliance with federal and state standards for fuel efficiency. In addition, as described above, proposed construction would not result in an inefficiency or wasteful consumption of energy resources. The project does not propose to construct or modify any physical buildings subject to state or regional energy efficiency standards. Therefore, the project would not conflict with or obstruct a state of local plan for renewable energy or energy efficiency. There would be **no impact.**

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

GEOLOGY AND SOILS

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

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

    i. 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? (Refer to Division of Mines and Geology Special Publication 42.)

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

b. Result in substantial soil erosion or the loss of topsoil?

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, liquefaction, or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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

ENVIRONMENTAL SETTING

GEOLOGY, SEISMICITY, AND SOILS

The project site is located in the southern Sacramento Valley, on a flat alluvial plan composed of Pleistocene (2.6 million years Before Present [B.P.] to 11,700 years B.P.) and Holocene (11,700 years B.P. and younger) age deposits. These sediments overlie the thick sequence of sedimentary rock units that form the deeply buried bedrock units in the mid-basin areas of the valley. Elevations at the project site range from approximately 80–83 feet above mean sea level.

The Sacramento Valley has historically experienced a very low level of seismic activity. The nearest potentially active faults are located approximately 23 miles northeast in the Foothills Fault System, and active faults are located approximately 30 miles northwest in the Dunnigan Hills and 50 miles west in the Coast Ranges (Jennings and Bryant 2010).

Based on a review of U.S. Natural Resources Conservation Service (NRCS 2023) soil survey data, the soil throughout the project site (including along Robla Creek) is classified as the Fiddyment–Urban Land Complex, 1 to 8 percent slopes. Urban Land soils are composed of artificial fill. Native Fiddyment soils are composed of sandy loam and sandy clay loam to a depth of approximately 40–44 inches below the ground surface, at which point weathered bedrock is generally present (NRCS 2023). This soil type is classified as Hydrologic Group D, which means that it has a high stormwater

runoff potential due to a slow water infiltration rate. Finally, the Fiddyment–Urban Land Complex is rated by with a low shrink-swell potential, a moderate water erosion hazard, and a moderately high wind erosion hazard (NRCS 2023).

PALEONTOLOGICAL RESOURCES

The project site has been previously developed with industrial land uses and existing roadways, and therefore the near-surface deposits are likely composed of compacted Holocene-age artificial fill material. Based on a review of geologic mapping prepared by Gutierrez (2011), the artificial fill is underlain by native deposits of the Pleistocene-age Riverbank Formation. This formation is composed of weathered reddish gravel, sand, and silt comprising older alluvial fans and terraces of the American River and other major rivers and streams in the Sacramento Valley. The sediments of the Riverbank Formation were deposited approximately 130,000–450,000 years B.P., during the Pleistocene epoch (Helley and Harwood 1985).

The results of a paleontological resources records search performed at the University of California, Berkeley Museum of Paleontology (UCMP) on December 7, 2023 indicate there are no recorded fossil localities at the project site. However, the Riverbank Formation is known to contain unique, scientifically important vertebrate fossil remains. Nine recorded vertebrate fossil localities in the Sacramento area have yielded remains of Rancholabrean-age mammoth, bison, camel, coyote, horse, Harlan's ground sloth, mammoth, antelope, deer, rabbit, woodrat, fish, mole, mice, squirrel, snake, and gophers, dire wolf, frog, Pacific pond turtle, and the family Anatidae (ducks, geese, and swans) (UCMP 2023, Jefferson 1991a and 1991b, Kolber 2004, Hilton et al. 2000). The closest recorded vertebrate fossil locality is Chicken Ranch Slough, also from the Riverbank Formation, approximately 4.25 miles south of the project site (UCMP 2023). A variety of vertebrate fossils were recovered from the Riverbank Formation during excavation for the former ARCO Arena, approximately 7 miles southeast of the project site (Hilton et al. 2000). There are numerous vertebrate fossil localities from the Riverbank Formation and from similar unnamed Rancholabrean-age alluvial sediments in Yolo, San Joaquin, Merced, Stanislaus, Fresno, and Madera Counties, in addition to Sacramento County (UCMP 2023, Jefferson 1991a and 1991b). Because of the number of vertebrate fossils that have been recovered from the Riverbank Formation throughout the Central Valley, it is considered to be of high paleontological sensitivity.

For the purposes of this analysis, a unique paleontological resource or site is one that is considered significant under the following professional paleontological standards. An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- a type specimen (i.e., the individual from which a species or subspecies has been described);
- a member of a rare species;

- a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;

- a skeletal element different from, or a specimen more complete than, those now available for its species; or

- a complete specimen (i.e., all or substantially all of the entire skeleton is present).

The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Marine invertebrates are generally common; the fossil record is well developed and well documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are relatively rare.

DISCUSSION

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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? (Refer to Division of Mines and Geology Special Publication 42.)

The project site is not located within or adjacent to a fault zoned under the Alquist-Priolo Earthquake Fault Zone Act, or any other known fault. The nearest fault zoned under the Alquist-Priolo Act is the Green Valley Fault, approximately 50 miles to the southwest (California Geological Survey 2022). Thus, there would be **no impact**.

ii) Strong seismic ground shaking?

The nearest known active fault is approximately 50 miles to the southwest; and the nearest known potentially active fault is the Bear Mountain Fault Zone, approximately 23 miles northeast of the project site (Jennings and Bryant 2010). The project site has a low potential for strong seismic ground shaking (Branum et al. 2016). Furthermore, installation of the underground storm drainage pipeline, as well as boring through the bridge in 32nd Street for the new Robla Creek outfall, would be subject to the *Sacramento County Improvement Standards* (Sacramento County Engineering Department 2018), which include detailed requirements and specifications related to design of storm drainage infrastructure. The County Improvement Standards incorporate requirements that would reduce the potential for hazards related to strong seismic ground shaking including standard engineering practices, appropriate hydraulic grades, depth of pipeline installation, and appropriate pipeline and outfall materials.

Furthermore, all work be conducted in accordance with applicable *Sacramento County Standard Specifications* (Sacramento County Municipal Services Department 2017). The County's Standard Specifications contain requirements related to earthwork, trenching and backfill, roadway base and fill, roadway pavement, concrete structures, and storm drainage construction; therefore, the project would incorporate appropriate design and construction methods to enable the proposed facilities to resist damage from seismic ground shaking. Furthermore, the proposed project does not include any structures intended for human habitation. Therefore, this impact would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, becoming similar to quicksand. Factors determining liquefaction potential are soil type, level and duration of ground motions, and depth to groundwater. Liquefaction is most likely to occur in low-lying areas where the substrate consists of poorly consolidated to unconsolidated water-saturated sediments, recent Holocene-age sediments, or deposits of unconsolidated artificial fill. The project site is underlain by compacted artificial fill and stable, well cemented Pleistocene-age sediments, and the nearest active seismic sources are at least 50 miles away. Furthermore, the depth to groundwater at the project site is approximately 110 feet (California Department of Water Resources 2023). Therefore, liquefaction would not represent a hazard at the project site, and there would be **no impact**.

iv) Landslides?

The project site is nearly flat and is not adjacent to any areas of steep slopes. Thus, there would be **no impact** from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Project implementation would include earthmoving activities within approximately 2,150 linear feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. The southern box culvert of the existing concrete bridge over Robla Creek, to which the proposed drainage pipeline would connect, would be blocked off with an impermeable dam on the upstream and downstream sides. Water would continue to flow through the northern box culvert during construction. The new pipe outfall would connect to the existing concrete box culvert, not to the natural creek, which would minimize the potential for erosion. Based on NRCS (2023) soil survey data for Sacramento County, soil throughout the project site (including along Robla Creek) is classified as the Fiddyment–Urban Land Complex, 1 to 8 percent slopes. ("Urban Land" encompasses the compacted artificial fill underneath the existing roadways.) The Fiddyment–Urban Land Complex has a high stormwater runoff potential, a moderate water erosion hazard, and a moderately high wind erosion hazard (NRCS 2023). Earthwork would include pavement and soil removal; trenching and pipe installation; and repaving. The project area has a Mediterranean climate, and

rainfall events generally only occur from November through May. Since the proposed construction activities would take place during the summer months (approximately 60 days in June–August), when there is no potential for a substantial rainfall event, substantial soil erosion is unlikely to occur.

As discussed in detail in "Hydrology and Water Quality," because the proposed project would disturb less than 1 acre of land, the County or its construction contractor would not be subject to the SWRCB's Construction General Plan and therefore a Storm Water Pollution Prevention Plan (SWPPP) would not be prepared. However, the County's Stormwater Management and Discharge Control Ordinance (County Municipal Code Chapter 15.12) requires control of stormwater and nonstormwater discharges to prevent water quality degradation and ensure compliance with the CWA and the Porter-Cologne Water Quality Control Act. Section 15.12.300 requires that activities which may result in pollutants entering the stormwater conveyance system shall, to the maximum extent practicable, implement Best Management Practices (BMPs) to reduce the risk of non-stormwater discharges and pollutant discharges. Furthermore, although construction of underground utilities does not require a grading permit, earthmoving activities associated with underground utilities are still subject to the standards and requirements contained in the County's Land Grading and Erosion Control Ordinance (County Municipal Code Chapter 16.44). Those requirements include plans that must provide the location of on-site and surrounding watercourses and wetlands; the location, implementation schedule, and maintenance schedule of all erosion control measures and sediment control measures to be implemented or constructed prior to, during, or after the proposed construction activity; a description of measures designed to control dust and stabilize the construction site road and entrance; and a description of the location and methods of storage and disposal of construction materials. Construction techniques that could be implemented to reduce the potential for construction-related erosion and potential sediment transport may include minimizing site disturbance, watering for dust control, controlling water flow from equipment wash water over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas.

Because construction activities would take place only during the summer months when there is little potential for soil erosion from a rainstorm; the new Robla Creek outfall would be installed within the existing concrete bridge structure not the natural creek; and considering the County and its construction contractor must comply with Municipal Code requirements and standards, including implementing BMPs designed to reduce construction-related erosion, this impact 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, liquefaction, or collapse?

As described previously, the project site is composed of compacted artificial fill underneath the pavement within the road rights-of-way, which is underlain by stable

Pleistocene-age sediments of the Riverbank Formation. Robla Creek is also comprised of the stable, well-cemented Riverbank Formation. Thus, there would be **no impact** from construction in unstable soil.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The Fiddyment–Urban Land Complex is rated by NRCS (2023) with a low shrink-swell potential. Thus, there would be **no impact** from expansive soil.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The proposed project consists of stormwater drainage improvements and does not require or include the use of septic tanks or alternative waste water disposal systems; thus, there would be **no impact**.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is composed of compacted artificial fill underneath the pavement within the I Street and 32nd Street road rights-of-way, which is underlain by Pleistocene-age sediments of the Riverbank Formation. Sediments along Robla Creek also consist of the Riverbank Formation. As discussed in detail above in the "Environmental Setting," vertebrate fossil specimens have been recovered from the Riverbank Formation in various locations throughout the greater Sacramento area and the Sacramento and San Joaquin valleys. Therefore, it is considered to be of high paleontological sensitivity.

Previous grading, trenching for existing underground pipelines, and installation of compacted artificial fill and pavement within the I Street and 32nd Street road rights-of-way, as well as for the concrete bridge abutments over Robla Creek, would have destroyed any fossil specimens that may have originally been present. Therefore, construction within the top 4 feet of sediments along the road rights-of-way would have no impact on unique paleontological resources.

Construction of the proposed outfall in Robla Creek would occur via boring through the existing concrete bridge structure; therefore, construction in native Riverbank Formation sediments along Robla Creek would not occur. However, the maximum depth of excavation for the proposed pipeline would be 10.5 feet below the ground surface. Therefore project-related excavation within the road rights-of-way would encounter native sediments associated with Riverbank Formation, and could result in accidental damage to or destruction of unique paleontological resources. Therefore, this impact is considered **potentially significant**.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure I: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure I would reduce project-related impacts on unique paleontological resources to a **less-than-significant** level because construction workers would be alerted to the possibility of encountering paleontological resources and, in the event that resources were discovered, fossil specimens would be recovered and recorded and would undergo appropriate curation.

GREENHOUSE GAS EMISSIONS

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

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

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

ENVIRONMENTAL SETTING

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space through the atmosphere. However, infrared radiation is selectively absorbed by GHGs in the atmosphere. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. The principal GHGs contributing to climate change are CO_2, methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect, and have led to a trend of unnatural warming of the earth's climate, known as global climate change (IPCC 2021).

The Global Warming Potential (GWP) of GHGs compares the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time the gas remains in the atmosphere (its "atmospheric lifetime"). The GWP of each gas is measured relative to CO_2. Therefore, CO_2 has a GWP of 1. GHGs with lower emissions rates than CO_2 may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2 (i.e., high GWP). For example, N_2O has a GWP of 273, meaning that 1 ton of N_2O has the same contribution to the greenhouse effect as approximately 273 tons of CO_2. The concept of CO_2

equivalence (CO_2e) is used to account for the different GWP potentials of GHGs. GHG emissions are typically measured in terms of pounds or tons of CO_2e and are often expressed in metric tons (MT) CO_2e.

POTENTIAL EFFECTS OF CLIMATE CHANGE

Climate change is a global issue because GHGs can have global effects, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern (see Section 6, "Air Quality"). Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years), or long enough to be dispersed around the globe.

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The IPCC's 2021 Synthesis Report indicated that warming of the climate system is unequivocal and, since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, and rising sea levels (IPCC 2021).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. As noted in the Sacramento Valley Regional Report of the California's Fourth Climate Change Assessment, climate change is expected to make the Sacramento region hotter, drier, and increasingly prone to extremes like megadroughts, flooding, and large wildfires. These changing conditions are likely to affect water and energy availability, agricultural systems, plants and wildlife, public health, housing, and quality of life. In Sacramento County, primary effects of climate change include increased temperature, changes in precipitation patterns, and sea level rise and secondary consequences include increased frequency, intensity, and duration of extreme heat days and heat waves/events; loss of snowpack and decreased water supplies; increased wildfire; and increased flooding (Sacramento County 2017, 2022).

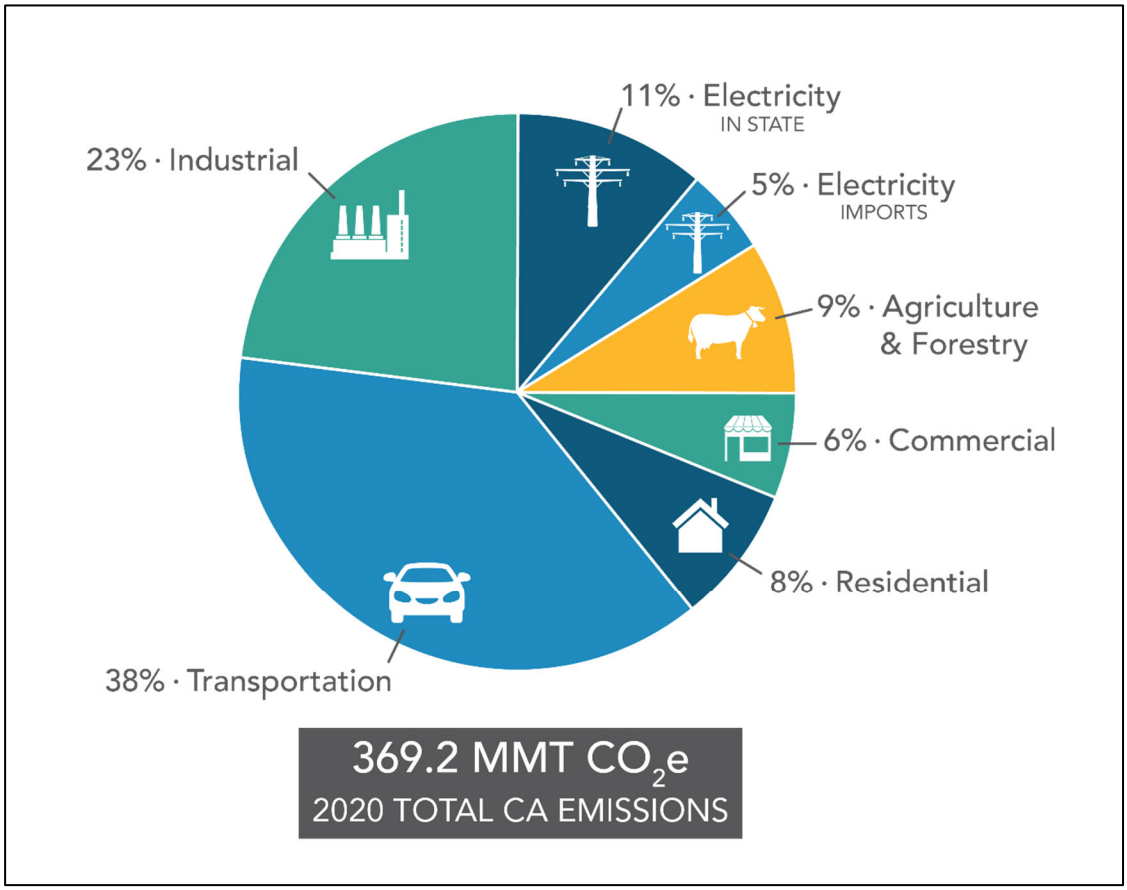
GREENHOUSE GAS EMISSIONS INVENTORY AND TRENDS

At 83 percent of all CO_2e emissions, fossil fuel combustion is the biggest source of GHG emissions in the United States since 1990 (EPA 2023e). These emissions have decreased between 1990 to 2021 by 1.9 percent. Transportation-related GHG emissions represented 37.9 percent of all GHG emissions from fossil fuel combustion in 2021 and has trended upward since 1990 (EPA 2023e).

The CARB prepares an annual inventory of state-wide GHG emissions. As shown in Plate IS-3, which presents statewide GHG emissions by sector (or type of activity), 369.2 million MT CO_2e were generated in 2020. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2020, accounting for 38 percent of total GHG emissions, of which off-road and unspecified vehicles accounts for approximately 0.4 percent of total GHG emissions. Transportation was followed by industry, which accounted for 23 percent, and then the

electric power sector (including in-state and out-of-state sources), which accounted for 16 percent of total GHG emissions (CARB 2022a).

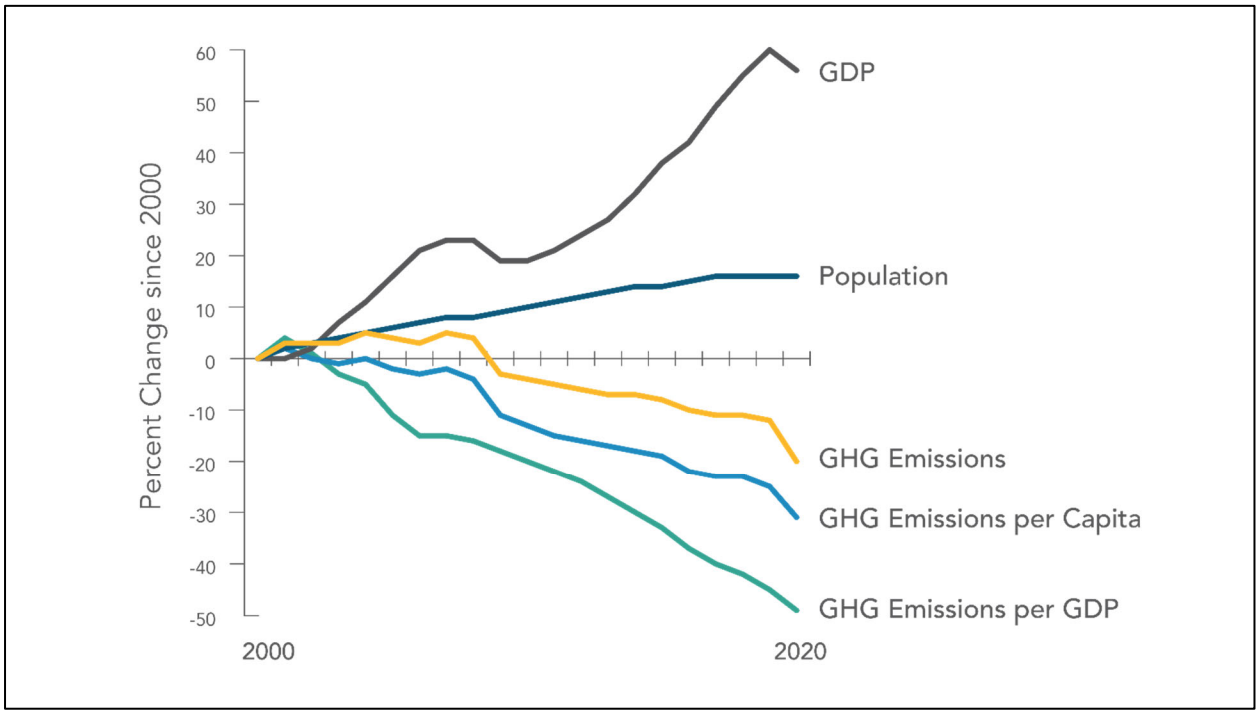
Plate IS-3: 2020 California Greenhouse Gas Emissions Inventory by Sector



Source: CARB 2022a

California has implemented several programs and regulatory measures to reduce GHG emissions. Plate IS-4 demonstrates California's progress in reducing state-wide GHG emissions. Since 2007, California's GHG emissions have been declining, even as population and gross domestic product have increased. Per capita GHG emissions in 2020 were 30 percent lower than the peak per-capita GHG emissions recorded in 2001. Similarly, GHG emissions per million dollars of gross domestic product have decreased by 50 percent since the peak in 2001.

Plate IS-4: Trends in California Greenhouse Gas Emissions (Years 2000 to 2020)



Source: CARB 2022a

A GHG emissions inventory for the unincorporated portion of Sacramento County was prepared in 2015 and is summarized below in Table IS-5. The sectors included in this inventory are somewhat different from those in the statewide inventory. However, similar to the statewide emissions, transportation-related (on-road vehicles) GHG emissions are the largest contributor to overall community GHG emissions in Sacramento County with 36 percent of the total (Sacramento County 2022c).

Table IS-5 Sacramento County Community GHG by Sector (MT CO_2e)

Sector	2015
Energy - Residential	493,311 (23.0%)
Energy - Commercial	300,450 (17.9%)
Vehicles - On-Road	1,463,349 (35.9%)
Vehicles - Off-Road	253,857 (4.2%)
Solid Waste	280,694 (7.5%)
Agriculture	251,102 (5.4%)
High-GWP Gases	245,175 (5.3%)
Wastewater	19,248 (0.6%)
Water-Related	2,526 (0.3%)
TOTAL	4,723,011

Source: Sacramento County 2022c
MT = metric tons; CO_2e = carbon dioxide equivalent; GWP = global warming potential

DISCUSSION

a), b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment OR Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

GHG emissions can be direct and indirect. Direct GHG emissions are generated at the location of consumption or use, while indirect emissions occur at a different time or location from the point of consumption or use. Implementation of the proposed project would generate short-term GHG emissions during construction. Exhaust GHG emissions would be generated from a variety of sources such as heavy-duty construction equipment, haul trucks, material delivery trucks, and construction worker vehicles. Construction would be temporary, anticipated to last approximately two months, and the generation of construction-related GHG emissions would cease at the end of construction. Operation of the proposed project would not generate any direct or indirect GHG emissions.

Given the relatively small levels of emissions generated by a typical development in relationship to the total amount of GHG emissions generated on a national or global basis, individual development projects are unlikely to by themselves significantly contribute to climate change. However, given the magnitude of the impact of GHG emissions on the global climate, GHG emissions from new development in combination with emissions from past, present, and future projects contribute to global GHG concentrations and result in significant, cumulative impacts with respect to climate change. Therefore, this impact is assessed within the cumulative context of the project's potential contribution to significant impacts on global climate change.

Addressing the potential impacts from GHG emissions generated as a result of the project requires an agency to make a determination as to what constitutes a significant impact. As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management district may be relied on to support determinations of significance. In April 2020, the SMAQMD Board of Directors adopted the Update to the Recommended GHG Emissions Thresholds of Significance. This document established thresholds of significance for GHG emissions designed to analyze a project's consistency with the State's near- and longer-term climate targets, including Assembly Bill (AB) 32, which required reduction of statewide GHG emissions to 1990 levels by 2020, Senate Bill (SB) 32, which established a reduction mandate of 40 percent below 1990 statewide emissions levels by 2030, E.O. S-3-05 which established a State goal for the reduction of GHG emissions generation by 80 percent compared to 1990 levels by 2050, and E.O. B-55-18, which established a statewide emissions goal to achieve carbon neutrality no later than 2045 (SMAQMD 2020d).

SMAQMD states that projects whose emissions are expected to meet or exceed the significance criteria would have a potentially significant adverse impact on global climate change (SMAQMD 2020a). Therefore, consistent with CEQA Guidelines 15064.4, the GHG analysis for the project relies upon a threshold based on the exercise of careful judgement and believed to be appropriate in the context of this particular

project. The SMAQMD construction period GHG emissions threshold is 1,100 MT CO_2e per year.

Since these thresholds were last updated by SMAQMD, CARB has finalized the 2022 Climate Change Scoping Plan, which establishes the State's framework for reaching the target achieve carbon neutrality no later than 2045 established in E.O. B-55-18 and later promulgated into law through AB 1279. Carbon neutrality is not a standard to be achieved on an individual project basis, but through the implementation of best available technology, increasingly stringent regulations to reduce emissions from various sources, state and regional plans to reduce vehicle miles traveled (VMT) and increase carbon-free vehicle use, and carbon capture and sequestration actions focused on the natural and working lands sector, as identified in the 2022 Scoping Plan. The Scoping Plan includes action for 25 percent of construction equipment energy demand to be electrified by 2030, and 75 percent by 2045. Although this calls for electrification of construction equipment to reduce demand for fossil fuel energy and GHGs, this is achieved at a fleetwide level and not necessarily as a percentage applied to individual projects. Evaluating consistency with the State's emissions reduction targets shows alignment with the State's approach to reduce the generation of GHG emissions from existing and anticipated future sources, a key component of the 2022 Scoping Plan (CARB 2022b).

As discussed above, the SMAQMD considered consistency with the goal of carbon neutrality by 2045 when developing the District's GHG thresholds. Therefore, in order to demonstrate consistency with the State's long-term climate goals or strategies, and to determine whether implementation of the project would have a significant impact on the environment, this analysis will use the SMAQMD-established numerical threshold of 1,100 metric tons of CO_2e per year for construction emissions, which also demonstrates consistency with the 2022 Scoping Plan.

Project construction GHG emissions were modeled using the same methods and assumptions as those described in "Air Quality," of this Initial Study. In addition to criteria air pollutants, the California Emissions Estimator Model (CalEEMod) also estimates GHG emissions associated with construction and operational activities. For construction, GHG emissions were estimated for off-road construction equipment, material delivery trucks, and construction worker vehicles. Project-specific input was used in conjunction with default model settings to estimate reasonably conservative conditions. Additional details of construction activity, selection of construction equipment, and other input parameters, are included in the CalEEMod output in Appendix A.

As shown in Table IS-6, the project construction emissions would not exceed the SMAQMD construction threshold. As noted above, there are no operational activities that would result in GHG emissions from the proposed project. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions. These impacts would be **less than cumulatively considerable**.

Table IS-6 Construction GHG Emissions

Year	Emissions (MT CO_2e)
2024	50
Maximum Year	50
SMAQMD Threshold	*1,100*
Exceed Threshold?	No

Source: Modeled by AECOM 2023; Threshold SMAQMD 2020b
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent; SMAQMD = Sacramento Metropolitan Air Quality Management District

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

HAZARDS AND HAZARDOUS MATERIALS

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

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

ENVIRONMENTAL SETTING

The project site is in unincorporated Sacramento County and surrounded by a mix of residential and industrial development. There are multiple automotive, machining, and materials laydown yards adjacent to the project site.

A search of publicly available databases maintained under Public Resources Code Section 65962.5 (i.e., the "Cortese List") (CalEPA 2023) was completed for the proposed project to determine whether any known hazardous materials are present on the project site. These searches included the EnviroStor database maintained by the California Department of Toxic Substances Control (DTSC 2023) and the GeoTracker database maintained by the State Water Resources Control Board (SWRCB 2023). In addition, a search was completed of the U.S. Environmental Protection Agency's National Priorities List (Superfund) database (EPA 2023f). These database searches were negative and returned no records for 1750-foot radius search encompassing the project site.

DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, and solvents would be used for equipment during construction. These materials are not considered acutely hazardous and are used routinely for construction projects. in addition, construction areas would be located distant from Robla Creek, which would prevent contact with any stored hazardous materials to residents of properties adjacent to the project site, as well as adequate storage to prevent the escape of any stored hazardous materials into Robla Creek. Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol (CHP) and the Caltrans, and use of these materials is regulated by DTSC, as outlined in CCR Title 22. Materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Once the proposed project is completed and proposed improvements are operational, there would be no further use nor storage of hazardous materials. Therefore, this impact would be ***less than significant.***

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As noted above, construction and operation of the proposed project would involve the use of small amounts of hazardous materials such as fuels, oils, grease, and solvents. The use of these materials is regulated at federal, state, and local levels, and adherence to existing regulations would minimize the risk of upset or accident conditions which could release these materials into the environment. Further, because the proposed project would disturb no more than 1 acre of land, the County or its contractors would not be subject to the requirements contained in the SWRCB's Construction General Permit; therefore, a SWPPP would not be required. However, the County's Stormwater Management and Discharge Control Ordinance (County Municipal Code Chapter 15.12) requires control of stormwater and non stormwater discharges to prevent water quality degradation and ensure compliance with the CWA and the Porter-Cologne Water Quality Control Act. Section 15.12.300 requires that activities which may result in pollutants entering the stormwater conveyance system shall, to the maximum

extent practicable, implement Best Management Practices (BMPs) to reduce the risk of non-stormwater discharges and pollutant discharges. These spill prevention and contingency measure BMPs are further discussed in Hydrology. These measures would reduce the potential for accidental spills and detail procedures for appropriate and timely cleanup if a spill does occur. Therefore, this impact would be ***less than significant.***

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The proposed project is not located within one-quarter mile of an existing or proposed school. As noted above, all hazardous materials would be handled in accordance with federal, state, and local regulations and would pose minimal risk during construction and operation. Therefore, there would be ***no impact***.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site consists of approximately 2,150 linear feet of pavement within the I Street and 32nd Street public rights-of-way, the existing 32nd Street concrete bridge overcrossing at Robla Creek, and adjacent industrial property to be used for staging. The project site is not on the Cortese List. No such sites are located adjacent to the project construction alignment. Therefore, there would be ***no impact.***

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The nearest public airport is the Sacramento McClellan Airport (KMCC) which is located approximately 1.9 miles from the project site. Sacramento McClellan Airport is a privately-owned, public-use general aviation airfield in unincorporated Sacramento County. A United States Coast Guard Air Station complex is located approximately 0.6 miles from the southern end of the project site. The proposed project would involve temporary construction activities to install a new drainage system on the project site. These activities would not result in a safety hazard for people residing or working in the project area. Therefore, there would be ***no impact.***

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project site is within the boundaries of I Street and 32nd Street at the southern end and the creek crossing at Robla Creek at the northern end. The project site is confined to 32nd Street in North Highlands, which is a two lane, two direction roadway. The project site is accessible to emergency vehicles at two locations being the four-way intersection at I Street and 32nd Street at the southern end and at Elkhorn

Boulevard and 32nd Street at the northern end of the project site. The proposed project would require temporary closures during construction on 32nd Street – all of the work would occur in the northbound lane, so portions of that lane will be closed throughout construction. The southbound lane would always remain open. On I Street, pipe installation would occur on the south side of the road for a portion, then cross to the north side of the road for a portion. Upon completion of construction, all equipment would be removed, and road closures would end. Although one lane would remain open throughout the 60-day construction period, traffic delays could impede access for emergency responders. Therefore, the impact of the proposed project on emergency access would be **potentially significant**.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is located in the developed North Highlands area and is not in a state responsibility area (SRA) or a Very High Fire Hazard Severity Zone. The closest SRA lands are east of the town of Loomis and east of the cities of Folsom and Rancho Cordova, approximately 14 miles east and northeast of the proposed drainage pipe system; these lands are rated as Moderate Fire Hazard Severity Zones (CAL FIRE 2023). There are no Very High Fire Hazard Severity Zones in the local responsibility area (LRA) that encompass the proposed drainage improvement project or in the project area (CAL FIRE 2023). The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, there would be **no impact.**

ENVIRONMENTAL MITIGATION MEASURES

Implement Mitigation Measure J: Prepare and Implement Traffic Control Plan

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure J would limit the potential for traffic hazards during construction by providing sufficient warning to motorists passing by the project site and features such as flaggers and traffic cones that would minimize conflicts with construction vehicles and equipment. Coordination with emergency responders and signage would ensure that emergency vehicles could travel on project area roadways even with temporary road closures or detours. As a result, the potential impact of traffic hazards would be **less than significant with mitigation**.

HYDROLOGY AND WATER QUALITY

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

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i. Result in a substantial erosion or siltation on- or off-site;

   ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff; or

   iii. Impede or redirect flood flows?

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

ENVIRONMENTAL SETTING

SURFACE WATER

WATERSHED AND DRAINAGE

The project site is in the urbanized North Highlands area within the Sacramento River Basin. The Sacramento River Basin encompasses about 27,000 square miles and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. The project site is situated within the Arcade Creek watershed delineated by the National Hydrologic Dataset (HUC-12), and is locally situated within the Robla Creek subwatershed.

The project subwatershed consists of approximately 53 acres of industrial and agricultural residential land use located in North Highlands, east of McClellan Airport. The subshed area flows to Robla Creek from south to north via drainage ditches and overland sheet flow, outfalling to Robla Creek. Robla Creek (also called Rio Linda Creek) flows southwest and eventually discharges into Dry Creek, which discharges into Natomas East Main Drainage Canal (NEMDC)/Steelhead Creek, and thence into the Sacramento River immediately upstream of its confluence with the American River. At the project site, Robla Creek is approximately 12–13 feet wide and approximately 3–4 feet deep, with a trapezoidal channel. The banks are vegetated with annual grasses and forbs, and a few scattered trees are present along the creek banks to the east and west.

The existing drainage system in I Street and 32nd Street was installed in the 1980s; the drainage on the south side of I Street flows through roadside ditches into a 15-inch culvert connected to county drainage inlets. The stormwater runoff flow is then routed north through a drainage easement located on a private industrial property (located at 3115 I Street) via a series of 18- and 24-inch reinforced concrete drainage pipes. Flows from the private industrial property are also collected by the public drainage system.

The drainage pipe system outfalls to an existing ditch within the private industrial property that runs along the western property boundary, adjacent to McClellan Airport property. The outfall ditch has a 3-foot-deep flat bottom and is approximately 1,100 feet long. At the industrial site's northern property line, the existing ditch was bermed and filled in north of the property line (approximately 500 feet) in an effort to retain all drainage flows on the private industrial site.

During heavy rainfall events when the drainage ditch storage capacity is reached, the stormwater overtops the ditch berm and flows overland north to Robla Creek through the private property located at 3044 Elkhorn Boulevard and the McClellan Airport. These flows outfall to Robla Creek by sheet flow over the banks as well as via an existing corrugated metal pipe culvert that extrudes out of the side of the creek slope near the western property line of 3044 Elkhorn Boulevard.

FLOODING

According to the most recent Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program, the proposed drainage pipeline alignment within I Street and 32nd Street is in unshaded Zone X—an area of minimal flood hazard (FEMA 2012). However, the active channel of Robla Creek is designated by FEMA as a 100-year Regulatory Floodway.

Localized flooding occurs in the project area as a result of problems with the existing stormwater drainage system. Since the ditch that formerly conveyed stormwater flows to Robla Creek along the western property boundary at 3115 I Street has been filled and bermed to retain stormwater on that property, drainage from that property and the public drainage system floods the property, and portions of the adjacent properties, when the ditch capacity is exceeded.

SURFACE WATER QUALITY

As required by the Porter-Cologne Water Quality Control Act, the Central Valley RWQCB has designated beneficial uses for water body segments in its jurisdiction (including the Sacramento River), along with water quality criteria necessary to protect these uses, as contained in the *Sacramento and San Joaquin River Basin Plan* (Central Valley RWQCB 2019). Designated beneficial uses for the Sacramento River (from the Colusa Basin Drain to the I Street Bridge) consist of the following: municipal and domestic water supply, agricultural irrigation, water contact and non-contact recreation, warm and cold freshwater habitat, warm and cold migration and spawning habitat, wildlife habitat, and navigation (Central Valley RWQCB 2019). The federal Clean Water Act (CWA) Section 303(d) requires states to identify waters where the permit standards, any other enforceable limits, or adopted water quality standards are still unattained. The CWA also requires states to develop total maximum daily loads (TMDLs) to improve the water quality of impaired water bodies. TMDLs are the quantities of pollutants that can be safely assimilated by a water body without violating water quality standards. TMDLs are developed for impaired water bodies to maintain beneficial uses as designated in the applicable Basin Plan, achieve water quality objectives, and reduce the potential for future water quality degradation. National Pollutant Discharge and Elimination System (NPDES) permits for water discharges, including Stormwater Pollution Prevention Plans

(SWPPPs), must take into account the pollutants for which a water body is listed as impaired as required by the State Water Resources Control Board (SWRCB).

As noted above, Robla Creek flows southwest and eventually discharges into Dry Creek, which discharges into NEMDC/Steelhead Creek, and thence into the Sacramento River immediately upstream of its confluence with the American River. Table IS-7 lists impaired water bodies included in the SWRCB's 303(d) list that could receive runoff from the proposed project, including the pollutants of concern and whether they have approved TMDLs. Even if a stream is not included in the SWRCB's 303(d) list (such as Robla Creek), any upstream tributary to a 303(d)-listed stream could contribute pollutants to the listed segment.

Table IS-7 Section 303(d) List of Impaired Waterbodies

Impaired Water Body	Pollutant	Pollutant Source	TMDL Status
Dry Creek	Indicator bacteria	Unknown	Expected in 2027
NEMDC/Steelhead Creek (upstream of Arcade Creek confluence)	Polychlorinated biphenyls (PCBs)	Unknown	Expected in 2019; not yet approved
NEMDC/Steelhead Creek (downstream of Arcade Creek confluence)	Polychlorinated biphenyls (PCBs)	Unknown	Expected in 2020; not yet approved
	Mercury	Unknown	Expected in 2027
	Indicator bacteria	Unknown	Expected in 2035
	Trash	Unknown	Expected in 2035
Sacramento River (Knights Landing to the Delta)	Chlordane	Unknown	Expected in 2027
	Dichlorodiphenyltrichloro-ethane (DDT)	Unknown	Expected in 2027
	Mercury	Gold mining settlements and local mercury mining (historic); erosion and drainage from abandoned mines (ongoing)	Expected in 2012; not yet approved
	Dieldrin	Unknown	Expected in 2022; not yet approved
	Polychlorinated biphenyls (PCBs)	Unknown	Expected in 2021; not yet approved
	Toxicity	Unknown	Expected in 2027
	Water temperature	Unknown	Expected in 2033

Notes: TMDL = total maximum daily load; NEMDC = Natomas East Main Drainage Canal
Source: State Water Resources Control Board 2022

GROUNDWATER

SUSTAINABLE GROUNDWATER MANAGEMENT

The project site is in the North American Groundwater Subbasin, which underlies northern Sacramento, southern Sutter, and western Placer counties. Groundwater in the project area is managed by the Sacramento Groundwater Authority, which is the designated Groundwater Sustainability Agency for the southern portion of the Subbasin (where the project site is situated), as required by the Sustainable Groundwater Management Act (SGMA). A draft Groundwater Sustainability Plan for the North American Subbasin was prepared and submitted to DWR in January 2022 (GEI Consultants 2021). As required by the SGMA, the Groundwater Sustainability Plan for the North American Subbasin includes a description of the subbasin setting, hydrogeological conceptual model, comprehensive water budget, basin-wide monitoring network, sustainable management criteria, and projects and management actions necessary to ensure the Subbasin's sustainability. The North American Subbasin is not in a condition of overdraft. Modeling conducted for the Groundwater Sustainability Plan, including the projected conditions water budget scenario (i.e., future development through 2040 with implementation of the specific management actions included in the Groundwater Sustainability Plan), indicates there will be greater inflows than outflows in the North American Subbasin, resulting in an increase in groundwater storage over time. The Groundwater Sustainability Plan contains a description of specific projects and management actions that will be undertaken in the North American Subbasin to promote groundwater sustainability, including continued conjunctive use (i.e., a mix of groundwater and surface water) in urban areas, and continued water demand management throughout the Subbasin.

GROUNDWATER QUALITY

Generally, the quality of groundwater in the Subbasin is suitable for nearly all uses, with the exception of contamination plumes and localized, naturally-occurring and human-caused quality issues, which may affect the supply, beneficial uses, and potential management of groundwater in the Subbasin if not properly managed. Total dissolved solids (TDS) and nitrate were identified as constituents that represent general conditions in the Subbasin, with some wells displaying upward trends. Nitrate is below the drinking water standards for all wells in the Subbasin. TDS exceeds the drinking water standards in some wells, predominantly in the western and eastern portions of the Subbasin. The higher salinity concentrations are generally considered to be present due to natural sources.

Extensive investigations have been conducted by the Air Force at McClellan Airport to identify soil and groundwater contamination that resulted from past activities at the former Air Force base. Remedial actions are ongoing to prevent the spread of contaminants and clean up contaminated soils and groundwater to the maximum extent practicable. Volatile organic compounds (VOCs) of concern that have been consistently detected above maximum contaminant levels for drinking water include benzene, carbon tetrachloride, chloroform, 1,2-dichlorobenzene, 1,2-dichloroethane, 1,1-dichloroethene, 1,2-dichloroethene, tetrachloroethene, 1,1,1-trichloroethane, and

vinyl chloride. The groundwater contamination of most concern at McClellan Airport is from shallow plumes of VOCs; trichloroethene (TCE) is the most frequently detected chemical of concern. The principal means of groundwater remediation have included: capping ground surface areas with asphalt to prevent the intrusion of water that might further the transport of pollutants, abandoning production wells that contribute to the spread of pollutants, and installing a groundwater treatment plant in the western portion of the site that removes VOCs and other organic compounds (Sacramento County/EDAW 2002).

Based on the most recent data available from the California Department of Water Resources (2023), the depth to groundwater at the project site is approximately 120 feet below the ground surface.

DISCUSSION

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Project implementation would include earthmoving activities within approximately 2,150 lineal feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. Earthwork would include pavement and soil removal; trenching and pipe installation; concrete boring; and repaving. The project area has a Mediterranean climate, and rainfall events generally only occur from November through May. Since the proposed construction activities would take place during the summer months (approximately 60 days in June–August), when there is no potential for a substantial rainfall event, substantial soil erosion is unlikely to occur. Because the proposed project would disturb less than 1 acre of land, the County or its construction contractor would not be subject to the requirements contained in the SWRCB's Construction General Permit; therefore, a Storm Water Pollution Prevention Plan (SWPPP) would not be required. However, the County's Stormwater Management and Discharge Control Ordinance (County Municipal Code Chapter 15.12) requires control of stormwater and non-stormwater discharges to prevent water quality degradation and ensure compliance with the CWA and the Porter-Cologne Water Quality Control Act. Section 15.12.300 requires that activities which may result in pollutants entering the stormwater conveyance system shall, to the maximum extent practicable, implement Best Management Practices (BMPs) to reduce the risk of non-stormwater discharges and pollutant discharges. Furthermore, although construction of underground utilities does not require a grading permit, earthmoving activities associated with underground utilities are still subject to the standards and requirements contained in the County's Land Grading and Erosion Control Ordinance (County Municipal Code Chapter 16.44). Those requirements include plans that must provide the location of on-site and surrounding watercourses and wetlands; the location, implementation schedule, and maintenance schedule of all erosion control measures and sediment control measures to be implemented or constructed prior to, during, or after the proposed construction activity; a description of measures designed to control dust and stabilize the construction site road and entrance; and a description of the location and methods of storage and disposal of construction materials. Construction techniques that could be implemented to reduce the potential for construction-related

erosion and potential sediment transport may include minimizing site disturbance, watering for dust control, controlling water flow from equipment wash water over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas.

During construction of the proposed outfall structure, the southern box culvert of the existing 32nd Street concrete bridge over Robla Creek, to which the proposed drainage pipeline would connect, would be blocked off with an impermeable dam on the upstream and downstream sides. Water would continue to flow through the northern box culvert during construction. The new stormwater drainage pipeline outfall would connect to the existing concrete box culvert, not to the natural creek, which would minimize the potential for erosion. Because the southern box culvert would be blocked with an impermeable barrier during construction, this would serve as a turbidity barrier: any increased water turbidity resulting from sedimentation or accidental material spills would be contained within the barrier area and therefore would not be transported downstream. Nevertheless, in-stream work would be necessary to install and remove the turbidity barrier, construction staging of materials and equipment may be necessary in proximity to the creek channel, and accidental spills could occur, all of which could degrade water quality in Robla Creek and downstream water bodies and potentially violate water quality standards. Therefore, this impact would be **potentially significant**.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Groundwater in the project area is approximately 120 feet below the ground surface (DWR 2023). Therefore, project-related construction activities would not encounter groundwater. Furthermore, the proposed project consists of installation of a new stormwater drainage pipeline and outfall in Robla Creek; the project does not require groundwater either for construction or operation. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and there would be **no impact**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

As described in Impact a) above, construction-related excavating and trenching in I Street and 32nd Street would occur in the summer months when stormwater runoff is unlikely to occur, and project-related construction activities would be required to comply with the requirements and standards in the County's Stormwater Management and

Discharge Control Ordinance (County Municipal Code Chapter 15.12) and the County's Land Grading and Erosion Control Ordinance (County Municipal Code Chapter 16.44).

As also described in Impact a) above, the proposed project includes installation of an impermeable barrier at the upstream and downstream ends of the 32nd Street bridge south box culvert, in the channel below the area where the new Robla Creek bridge outfall would be installed, to eliminate any transport of creek channel turbidity that may occur. Furthermore, the outfall pipe itself would be installed within the concrete bridge, not the creek, thereby reducing the potential for erosion and siltation. Construction staging would not involve vegetation removal, or grading or other earthmoving activities. Because the proposed project would occur during the summer months when significant rainfall events do not occur, there would be little potential for stormwater runoff to result in erosion from any construction staging area that may (potentially) be selected near Robla Creek.

Therefore, the proposed drainage pipeline in I Street and 32nd Street, the outfall in the Robla Creek bridge, and the construction staging areas would not result in substantial erosion or siltation on or off site, and this impact would be **less than significant**.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff?

Localized flooding occurs in the project area as a result of problems with the existing stormwater drainage system. Since the ditch that formerly conveyed stormwater flows to Robla Creek along the western property boundary at 3115 I Street has been filled and bermed to retain stormwater on that property, drainage from that property and the public drainage system floods the property, and portions of the adjacent properties, when the ditch capacity is exceeded. Frequent maintenance of the pipe system located on the private industrial property at 3115 I Street is also an issue. The private property is generally not paved and is only covered with dirt or rock. In addition, activities at the 3115 I Street property involve the use of heavy industrial equipment; as a result, the public drainage system pipes are subject to damage, requiring frequent maintenance.

Therefore, the proposed project has been designed to eliminate the public stormwater drainage flows that go through the private property at 3115 I Street and re-route them from the pipe network located on the private site to a new stormwater drainage pipeline system located within the I Street and 32nd Street public rights-of-way. The new stormwater drainage pipeline system would re-route approximately 9 acres of public drainage that would no longer flow through the private property, which currently adds to the local property flooding. With these improvements, County staff would no longer need to maintain the public drainage system on private property, or worry about heavy equipment damaging the system resulting in frequent repairs.

The project subwatershed would not change with the proposed improvements. The existing overall project subwatershed is approximately 53 acres and is broken up into two smaller subsheds: east and west. The eastern subshed flows through the private industrial property at 3115 I Street, out falling to a ditch that flows north to Robla Creek. The western subshed flows to 32nd Street then north to Robla Creek via roadside ditches, which drain directly into Robla Creek. The proposed improvements would re-route 9 acres of drainage from the eastern subshed to the western subshed, taking flows away from the private property and directing them to the public road rights-of-way. As compared to the existing drainage pattern, the proposed improvements would not change the overall watershed size or the amount of impervious area, and therefore would not change the total amount of stormwater discharged to Robla Creek. The eastern subwatershed that would be re-routed would still outfall to Robla Creek, but the discharge would occur through the proposed new outfall in the 32nd Street concrete bridge, approximately 1,400 feet upstream (east) of the outfall under existing conditions. With project implementation, the project's eastern subshed would be 9 acres smaller, thereby reducing localized flooding on the private industrial properties located west of 32nd Street.

Thus, for reasons stated above, the proposed project would result in a **beneficial (less than significant)** impact related to substantial increases in the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, or creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems.

Because the proposed project would occur during the summer months when significant rainfall events do not occur, there would be little potential for stormwater runoff that could carry increased pollutants. During project operation, the same potential for pollutants in stormwater would occur as compared to existing conditions, since the proposed project would serve the same impervious areas and the same land uses. Thus, there would be **no impact** from substantial additional sources of polluted runoff.

iii) Impede or redirect flood flows?

The proposed stormwater drainage alignment in I Street and 32nd Street would be installed in an area classified by FEMA as a minimal flood hazard (unshaded Zone X), and thus construction of the proposed stormwater drainage pipeline would have no impact on flood flows. The active channel of Robla Creek is designated by FEMA as a 100-year Regulatory Floodway. However, project-related construction would occur for approximately 60 days during the summer months (June–August); therefore, the proposed temporary turbidity barrier at both ends of the southern box culvert in the creek channel would not affect flood flows in Robla Creek. Therefore, project-related construction activities would have **no impact**.

As described in Impact c) ii) above, the eastern subwatershed that would be re-routed would still outfall to Robla Creek, but the discharge would occur through the proposed new outfall in the 32nd Street concrete bridge, approximately 1,400 feet upstream (east) of the outfall under existing conditions. The project's western subshed stormwater runoff

would be conveyed to Robla Creek via the new stormwater drainage pipeline system instead of the existing roadside ditches, which would reduce the time it takes the drainage flows to get to Robla Creek compared to existing conditions. The new outfall would be installed at the 32nd Street bridge crossing, which is the same location that the existing western subshed outfalls via roadside ditches.

The Robla Creek watershed area to the new outfall location is approximately 1.6 square miles (i.e., 1,024 acres). Robla Creek would have capacity to accommodate the faster-arriving flows of the proposed stormwater drainage system because the Robla Creek peak flow and peak water surface elevation occur much later (i.e., further downstream where the creek is larger) as a result of the large watershed size. Thus, the proposed rerouting and piping of stormwater flows to the proposed new Robla Creek outfall would not impede or redirect flood flows, or result in a substantial increase in the base flood elevation in Robla Creek. Therefore, project operation would result in a **less-than-significant** impact.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The Pacific Ocean is approximately 95 miles west of the project site; therefore, tsunamis would not represent a hazard. There are no large bodies of water in the immediate project vicinity that would be subject to seiche hazards. Because project-related construction would occur for approximately 60 days during the summer months (June–August), there would be no hazard from risk of release of pollutants due to inundation. Thus, there would be **no impact**.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed in detail in Impact a) above, in-stream work would be necessary to install and remove the turbidity barrier in Robla Creek, construction staging of materials and equipment would be necessary in proximity to the creek channel, and accidental spills could occur, all of which could degrade water quality in Robla Creek and downstream water bodies and potentially conflict with water quality standards in the *Sacramento and San Joaquin River Basin Plan* (Central Valley RWQCB 2019). Therefore, this impact is considered **potentially significant**.

For the reasons described in detail in Impact b) above, the proposed project would not obstruct implementation of the North American Subbasin Groundwater Sustainability Plan (GEI Consultants 2021), and there would be **no impact**.

ENVIRONMENTAL MITIGATION MEASURES

Implement Mitigation Measure D (Implement a Water Quality Control Plan to Protect Water Quality in Robla Creek)

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure D would reduce the potentially significant impact from potential violation of water quality standards, degradation of water quality, in Robla Creek and other downstream water bodies, and conflicts with a water quality control plan to a **less-than-significant** level because in addition to the turbidity barrier that would be installed as part of the proposed project, a Spill Prevention and Response Plan and Water Quality Monitoring Plan would be prepared an implemented, the construction disturbance area would be minimized, construction equipment and materials would be staged in an upland area as far as practicable from the Robla Creek channel, construction equipment would be continuously maintained to reduce the potential for leaks of fuel or oil, and the construction work area would be maintained free from trash and litter.

LAND USE AND PLANNING

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

a. Physically divide an established community?

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

ENVIRONMENTAL SETTING

The project alignment is located along I street and 32nd Street in the unincorporated community of North Highlands in Sacramento County. The project site consists of paved roadway and sidewalk, with limited vegetation on the margins of paved areas.

Land use plans that apply to the project area are the North Highlands – North Central Area Community Plan, the Sacramento County General Plan, and Sacramento County Zoning Code. The majority of the project footprint is within the road public right-of-way and is not given a land use designation. The North Highlands – North Central Area Community Plan, consistent with the Sacramento Counting Zoning, identifies the area surrounding the project alignment as Agricultural Residential 1 (AR-1), Agricultural Residential 2 (AR-2), and Light Industrial (M-1).

The General Plan does not have policies that directly pertain to adverse environmental effects associated with implementation of the proposed project. Policy CO-26 in the Conservation Element requires protection of areas susceptible to erosion, as well as natural water bodies and natural drainage systems. Implementation Measure A on page 58 of the Conservation Element requires regular maintenance of river and stream channels, including removal of trash. Policy HM-9 in the Hazardous Materials Element establishes the County's intent to prevent surface water contaminant. The Conservation Element of the Sacramento County General Plan requires no net loss of vernal pools, wetlands, and streams if fill or modification is required for drainage improvements (Policy CO-63). The Agricultural Element commits the County avoiding impacts to

agricultural land from new urban development (Policy AG-29), which does not apply to the proposed project, since there is no agricultural land in the vicinity of the proposed project site.

DISCUSSION

a) Physically divide an established community?

The proposed project would include installation of approximately 2,150 linear feet of new drainage pipeline in I street and 32nd Street and install Type F drain inlets in the roadside ditches. Construction would occur primarily within the existing road right-of-way and at the ditches at the 32nd Street bridge crossing. Because the proposed drainage system would be underground in an existing right-of-way, the proposed project would not divide an established community. **No impact** would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project would install a new drainage pipeline within the existing road right-of-way to relocate the existing drainage from private property. The entirety of this document assesses the proposed project's potential environmental impacts and incorporates mitigation as needed to ensure that all impacts are less than significant. As no environmental effects have been identified, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is an improvement to the drainage system in the vicinity of the proposed project site that would promote consistency with current County standards and not introduce conflicts with County policies or standards. Therefore, **no impact** would occur.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

MINERAL RESOURCES

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

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

ENVIRONMENTAL SETTING

The project area, including the project site, is located in North Highlands, a mostly urbanized unincorporated area of Sacramento County. This area does not contain significant mineral deposits or known gas regions (Sacramento County 2010a).

DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Because the project site and vicinity do not contain known mineral resources, project development would not result in loss of availability of mineral resources. Therefore, there would be **no impact**.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

As noted above, the Sacramento County General Plan does not delineate mineral resources on the project site or in the vicinity of the project site. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, there would be **no impact**.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

NOISE

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

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generate excessive groundborne vibration or groundborne noise levels?

c. For a project within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?

ENVIRONMENTAL SETTING

SOUND, NOISE, AND ACOUSTICS

Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is defined as sound that is unwanted (i.e., loud, unexpected, or annoying). Acoustics is the physics of sound.

The amplitude of pressure waves generated by a sound source determines the perceived loudness of that source. A logarithmic scale is used to describe sound pressure level in terms of decibels (dB). The threshold of human hearing (near-total silence) is approximately 0 dB. A doubling of sound energy corresponds to an increase

of 3 dB. In other words, when two sources at a given location are each producing sound of the same loudness, the resulting sound level at a given distance from that location is approximately 3 dB higher than the sound level produced by only one of the sources. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously do not produce 140 dB; rather, they combine to produce 73 dB.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ears decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). All noise levels reported in this section are in terms of A-weighting. There is a strong correlation between A-weighted sound levels and community response to noise. As discussed above, doubling sound energy results in a 3-dB increase in sound. In typical noisy environments, noise-level changes of 1 to 2 dB are generally not perceptible by the healthy human ear; however, people can begin to detect 3-dB increases in noise levels. An increase of 5 dB is generally perceived as distinctly noticeable and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013). The following are the sound level descriptors commonly used in environmental noise analysis:

- Equivalent sound level (L_{eq}): An average of the sound energy occurring over a specified time period. In effect, the L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour, A-weighted equivalent sound level ($L_{eq[h]}$) is the energy average of A-weighted sound levels occurring during a 1-hour period.

- Maximum sound level (L_{max}): The highest instantaneous sound level measured during a specified period.

- Day-Night Noise Level (L_{dn}): The 24-hour L_{eq} with a 10 dB “penalty” applied during nighttime noise-sensitive hours, 10:00 p.m. through 7:00 a.m. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

- Statistical Descriptor (L_n): The n-percent exceeded level, L_n, is the sound pressure level exceeded for n percent of the time. The noise level exceeded n percent of a specific period of time, generally accepted as an hourly statistic. An L_{10} would be the noise level exceeded 10 % of the measurement period.

Sound from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, and the sound level attenuates (decreases) at a rate of 6 dB for each doubling of distance from a point/stationary source. Roadways and highways and, to some extent, moving trains consist of several localized noise sources on a defined path; these are treated as “line” sources, which approximate the effect of several point

sources. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. Therefore, noise from a line source attenuates less with distance than noise from a point source with increased distance.

GROUNDBORNE VIBRATION

Groundborne vibration is energy transmitted in waves through the ground. Vibration attenuates at a rate of approximately 50 percent for each doubling of distance from the source. This approach considers only the attenuation from geometric spreading and tends to provide for a conservative assessment of vibration level at the receiver.

Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration. Vibration typically is described by its peak and root-mean-square (RMS) amplitudes. The RMS value can be considered an average value over a given time interval. The peak vibration velocity is the same as the “peak particle velocity” (PPV), generally presented in units of inches per second. PPV is the maximum instantaneous positive or negative peak of the vibration signal and is generally used to assess the potential for damage to buildings and structures. The RMS amplitude typically is used to assess human annoyance to vibration, and the abbreviation “VdB” is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

EXISTING NOISE ENVIRONMENT

Noise-sensitive land uses are those uses for which quiet is an essential element of the purpose and function of the subject land use. Residential uses are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Schools, places of worship, hotels, libraries, health facilities, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels.

The project site is located along I Street and 32nd Street, in an area of mixed industrial and residential uses in the unincorporated community of North Highlands in Sacramento County. It is near the northeast corner of Sacramento McClellan Airport. Elkhorn Boulevard is located to the north, and Watt Avenue is located to the east.

AECOM measured ambient noise levels near existing noise-sensitive uses at various locations in the project area. Table IS-8 summarizes the results of the ambient noise-level measurements. Three short-term (ST) measurements of ambient noise levels were conducted on November 21, 2023, in the project area, as shown in Plate IS-2. The noise environment in the project vicinity was dominated by local and distant traffic sources, aircraft noise, and natural sources (e.g., wind and birds). As shown in Table IS-8, measured ambient noise levels at the noise-sensitive land uses closest to the project area range between 53 and 67 dBA L_{eq}.

Plate IS-5: Ambient Noise Measurements and Locations

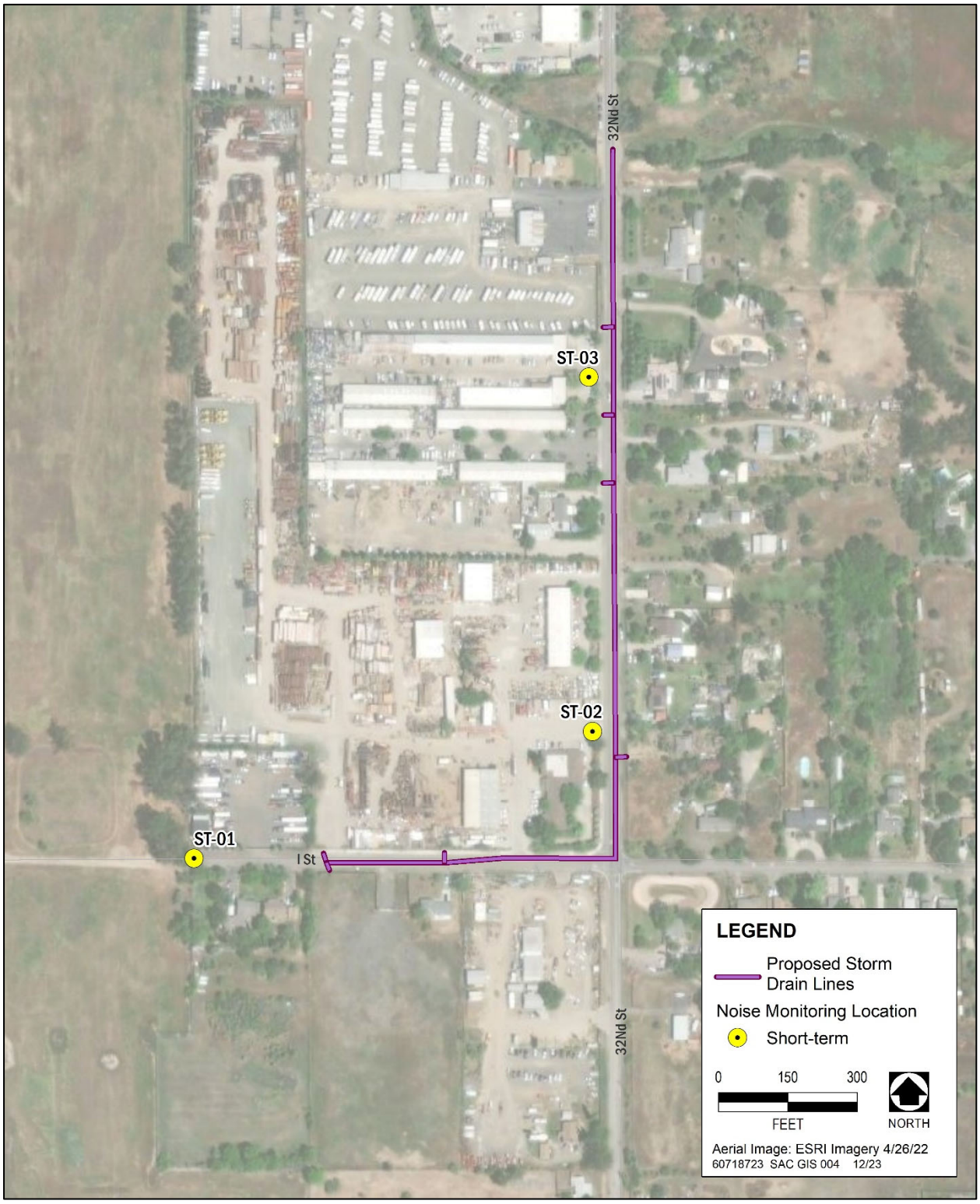


Table IS-8 Summary of Measured Ambient Noise Level in the Vicinity of the Project Site

Receiver	Location	Date	Duration (minutes)	Measured Sound Level, dB	
				L_{eq}	L_{max}
ST-01	End of I Street, by 3033 I Street	21-Nov	0:20	52.9	86.1
ST-02	32nd Street, by 6428 32nd Street	21-Nov	0:15	65.0	80.4
ST-03	32nd Street, by 6528 32nd Street	21-Nov	0:15	66.8	81.8

Notes: dB = decibels; L_{eq} = equivalent sound level (the sound energy averaged over a continuous 15-minute to 1-hour period); L_{max} = maximum noise level.

Noise-level measurements were conducted using a Larson Davis Laboratories Model 820 sound-level meter calibrated using an LDL Model CAL200 acoustical calibrator and programmed to record A-weighted sound levels using a "slow" response.

The equipment complied with all pertinent requirements of the American National Standards Institute for Class 1 sound-level meters.

Source: Data compiled by AECOM in 2023

REGULATORY SETTING

According to the Sacramento County General Plan, impacts to adjacent land uses from stationary sources of noise in the County are limited to 55 dB L_{eq} in daylight hours. Policy NO-8 of the County's General Plan Noise Element requires that 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 County's noise ordinance establishes maximum allowable exterior and interior noise levels for affected land uses. The ordinance generally limits exterior noise levels (measured at residential land and agricultural land uses) to a maximum of 55 dBA during any cumulative 30-minute period during the daytime hours (7 a.m.–10 p.m.), and 50 dBA during any cumulative 30-minute period during the nighttime hours (10 p.m.–7 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall not exceed 75 dBA during the day and 70 dBA at night. Activities generally considered to be exempt from the noise standards include construction activities (provided that they occur between the daytime hours of 6 a.m.–8 p.m., on weekdays, and 7 a.m.–8 p.m. on Saturday and Sunday), school athletic and entertainment events, activities conducted on public parks and playgrounds, and transportation noise.

THRESHOLDS OF SIGNIFICANCE

Implementing the project would result in a significant noise impact if it would result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b. Generation of excessive groundborne vibration or groundborne noise levels; or

c. For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

DISCUSSION

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The project would install approximately 2,150 linear feet of new drainage pipeline in I Street and 32nd Street and install Type F drain inlets in the roadside ditches. Construction of the proposed project would include site preparation, excavation, material transport; and installing the drainage pipeline. Project construction equipment would include an excavator, a backhoe, a loader, a concrete truck, a dump truck, a paving machine, and a truck for material transport. Based upon the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006), noise levels for individual project equipment can range from 72 dB to 77 dB, $L_{eq,}$ and 76 to 81 dB L_{max} at 50 feet, as shown in Table IS-9.

Table IS-9 Project Construction Noise Levels

Receiver	Noise Level, dBA $L_{eq,}$ at 50 feet	Noise Level, dBA $L_{max,}$ at 50 feet	Noise Level, dBA $L_{eq,}$ at 100 feet	Noise Level, dBA $L_{max,}$ at 100 feet
Excavator	77	81	71	75
Backhoe	74	78	68	72
Front End Loader	75	79	69	73
Concrete Mixer Truck	75	79	69	73
Dump Truck	72	76	66	70
Paver	74	77	68	71
Roller	73	80	67	74

Refer to Appendix B for modeling input parameters and output results.

dBA = A-weighted decibels; FHWA = Federal Highway Administration; L_{eq} = Equivalent Noise Level; L_{max} = Instantaneous Maximum Noise Level.

Sources: FHWA Roadway Construction Noise Model, January 2006; Modeled by AECOM 2023

The nearest residential uses to the project site are located approximately 50 feet from the project site on I Street and at approximately 100 feet on 32nd Street. Based upon the equipment noise levels, usage factors, and a typical noise-attenuation rate of 6 dB for every doubling of distance, exterior noise levels at noise-sensitive receptors located within 800 feet of the project site could be above ambient noise levels, and as high as 71 dB to 77 dB, L_{eq} from the project construction activities. This level is above existing ambient conditions.

Table IS-9 summarizes modeled construction noise levels at the nearest noise-sensitive locations to the project site.

Sacramento County's Noise Ordinance exempts certain activities, including construction activities (provided that they occur between the daytime hours of 6 a.m.– 8 p.m., on weekdays, and 7 a.m.–8 p.m. on Saturday and Sunday). These exemptions are typical of municipal noise ordinances and reflect a recognition that construction noise is temporary, generally is acceptable when limited to daylight hours, and is expected as part of a typical urban noise environment (along with sirens).

Ambient noise levels at the project vicinity ranged between 53 dBA L_{eq} and 67 dBA L_{eq}, during the daytime (7 a.m. to 10 p.m.) hours (as shown in Table IS-8). The estimated project-related construction noise levels of 71 dB to 77 dB, L_{eq} at residences closest to the project site, would increase the exterior ambient noise levels by 8 to 19 dB. This level of increase would be above the distinctly noticeable increase of 5 dB above ambient noise levels. Therefore, this impact would be ***potentially significant***.

LONG-TERM PROJECT-GENERATED STATIONARY NOISE

Operation of the project would be passive use of the underground pipeline for drainage purposes, which would not generate perceptible noise. Therefore, the operation of the proposed project would not create a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards. This impact would be **less than significant**.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Project implementation would include earthmoving activities within approximately 2,150 linear feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. Earthwork would include pavement and soil removal; trenching and pipe installation; concrete boring; and repaving. Construction activities have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

For the proposed project, the roller used for repaving would be the heaviest and highest vibration-generating construction equipment used during construction. According to Federal Transit Administration (FTA 2018), vibration levels associated with the use of a vibratory roller is 0.21 inches per second (in/sec) PPV and 94 vibration decibels [VdB referenced to 1 microinch per second (µin/sec) and based on the RMS velocity amplitude] at 25 feet.

Using FTA's recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels of approximately 0.031 in/sec PPV and 76 VdB at the closest existing structures, located at 100 feet from the project

site, could occur. These vibration levels would not exceed 0.2 in/sec PPV, a level of vibration that is used by public agencies, including Caltrans, to identify the level of vibration below which there would be no issue related to structural damage for normal buildings (Caltrans 2020). The project vibration levels would also not approach 80 VdB, a level of vibration that is used by public agencies, such as the FTA, to identify the level of vibration below which there would be no issue related to human annoyance (Federal Transit Administration 2018). The long-term operation of the proposed project would not include any vibration sources, and short-term construction would not result in the exposure of persons or structures to or generation of excessive groundborne vibration or groundborne noise levels. Therefore, this impact would be **less than significant**.

c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is located within 2 nautical miles of an airport. The closest airport is Sacramento McClellan Airport, which is located just to the southwest of the project site. According to the Airport Noise Contours provided by the Sacramento Area Council of Governments (SACOG), the project site is situated outside the 65 dB CNEL noise contour of the airport, and it is only partially within the 60 to 65 dB CNEL noise contour along the western segment of I Street adjacent to the airport. The project does not propose noise sensitive uses. Therefore, this impact would be **less than significant**.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure K: Employ Noise-Reducing Construction Measures

SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measure K, construction would be limited to relatively less noise-sensitive daytime hours. On-site and off-site impacts from temporary, short-term exposure of sensitive receptors to increased equipment noise from the project would be reduced. Noise-reducing enclosures would be used around stationary noise-generating equipment (e.g., compressors and generators) located within 250 feet of occupied residences. The barriers would be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. This mitigation would result in the equipment noise reduction of at least 5 dB. With implementation of Mitigation Measure K and compliance with existing noise regulations, project-related construction noise would be reduced to a **less-than-significant level**.

POPULATION AND HOUSING

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

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

ENVIRONMENTAL SETTING

The project site is located in an area of mixed industrial and residential uses in the unincorporated community of North Highlands in Sacramento County. It is near the northeast corner of Sacramento McClellan Airport.

DISCUSSION

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project does not include the development of new homes or businesses, nor does it include the development of infrastructure that could indirectly induce population growth, but instead is a proposed minor improvement to existing drainage infrastructure serving the vicinity of the proposed project site. While the proposed project does include improvements to drainage infrastructure, the improvements would divert existing public drainage flows that go through private property and re-route them along the I Street and 32nd Street public right-of-way. These infrastructure improvements would not induce population growth. **No impact** would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed project is located within the public road right-of-way along I Street and 32nd Street and does not interfere with any existing residential development. The proposed project would not displace any people or housing and would not necessitate the construction of replacement housing elsewhere. **No impact** would occur.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

PUBLIC SERVICES

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

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

   Fire protection?

   Police protection?

Schools?

Parks?

Other public facilities?

ENVIRONMENTAL SETTING

The project site is located in an area of mixed industrial and residential uses in the unincorporated community of North Highlands in Sacramento County. It is near the northeast corner of Sacramento McClellan Airport. Elkhorn Boulevard is located to the north, and Watt Avenue is located to the east.

FIRE PROTECTION

In the project area, fire protection is provided by the Sacramento Metropolitan Fire District. The closest fire station to the project site is Sacramento Metropolitan Fire District Station 112 located at 6801 34th Street approximately 0.75 miles to the north. There are three additional Sacramento Metropolitan Fire District stations within one mile of the project site.

POLICE PROTECTION

In the project area, police protection is provided by the Sacramento County Sheriff's Department. The project area is within the service area of the North Division which provides law enforcement services to the northern portion of Sacramento County. The North Division Station is located at 5510 Garfield Avenue, Sacramento, California 95841, approximately 3.25 miles from the project site.

SCHOOLS

The project site is within the Twin Rivers Unified School District boundaries. The nearest school to the project site is Joyce Middle School, located 0.75 miles to the southwest.

PARKS

Many neighborhood and community parks are located within one mile of the project site in the community of North Highlands, including Larchmont Park to the east, Strizek Park to the east, and Freedom Park to the south.

DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

FIRE PROTECTION?

Full road closures are not anticipated during construction. However, single-lane access will be required when the pipe is being installed and when pavement restoration occurs. This could result in temporary congestion, resulting in fire response delays. However, the contractor would be required to submit a traffic control plan to SacDOT for approval before start of construction which would minimize traffic and response time delays. Additionally, I Street and 32nd Street are not major thoroughfares, so regional emergency access would not be adversely affected. Further, there are four Sacramento Metropolitan Fire District Stations within 1 mile of the project site, to the north and south of the project site. Even with minor traffic delays, emergency response times are still expected to remain short, due to the number of nearby stations. As discussed in "Population and Housing," the proposed project would not induce population growth, and therefore would not require the construction of new fire stations to meet additional demand. The project would not delay fire protection response times, induce population growth, or otherwise cause an increase in demand that would necessitate the construction of new or expansion of existing police protection facilities. Therefore, there would be **no impact**.

POLICE PROTECTION?

As discussed, full road closures are not anticipated during construction. However, single-lane access will be required when the pipe is being installed and when pavement restoration occurs. The contractor would be required to submit a traffic control plan to SacDOT for approval before start of construction. Additionally, I Street and 32nd Street are not major thoroughfares, so regional emergency access would not be adversely affected. As discussed, the proposed project would not induce population growth and therefore not require the construction of new police stations to meet additional demand. The project would not delay police response times, induce population growth, or otherwise cause an increase in demand that would necessitate the construction of new or expansion of existing police protection facilities. Therefore, there would be **no impact**.

SCHOOLS?

As discussed, the proposed project does not include any new school facilities. The proposed project would not induce population growth and therefore not require the construction of additional school facilities to meet additional demand. The project would have **no impact** on schools.

PARKS?

The proposed project does not include any new parks. The proposed project would not induce population growth and therefore not require the construction of additional parks to meet additional demand. The project would have **no impact** on parks.

OTHER PUBLIC FACILITIES?

The proposed project does not include the construction or expansion of any other public facilities. The proposed project would not induce population growth; therefore, it would

not require the construction of any new public facilities to meet additional demand. The project would have **no impact** on other public facilities.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

RECREATION

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

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

ENVIRONMENTAL SETTING

The project site is in unincorporated Sacramento County in an area developed with a mix of industrial and residential uses. The project site consists of approximately 2,150 linear feet of pavement within the I Street and 32nd Street public rights-of-way, the existing 32nd Street concrete bridge overcrossing at Robla Creek, and adjacent industrial property to be used for staging. The nearest major recreational facility is Cherry Island Sports Complex, which is approximately two miles northwest of the project site.

DISCUSSION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

There are no existing neighborhood or regional parks, nor any other public or private recreational facilities in proximity to or within the project area. Construction and operation of the storm drain improvements would not require relocation of a permanent workforce. Therefore, the project would not increase the use of existing neighborhood parks and or other recreational facilities. Therefore, there would be **no impact**.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The project would install a new drainage pipe system in I Street and 32nd Street with a new drainage pipeline outfall to Robla Creek via the existing bridge structure on 32nd Street. It does not include recreational facilities. As discussed under a), construction and operation of the storm drain improvements would not require relocation of a permanent workforce. Therefore, the project would not require the construction or

expansion of recreational facilities that might have an adverse physical effect on the environment in order to serve additional population in the area. Therefore, there would be **no impact**.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

TRANSPORTATION

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

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Conflict or be inconsistent with CEQA Guidelines§ 15064.3, subdivision (b)?

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

ENVIRONMENTAL SETTING

The project area is located along I Street and 32nd Street (see Plate IS-2: Project Site Plan). Both streets are two-lane roads that intersect at a four-way stop-controlled intersection at the southeast corner of the project site. I Street dead-ends at Patrol Road on the east side of Sacramento-McClellan Airport and intersects Watt Avenue approximately ½ mile east of the project site. 32nd Street intersects Elkhorn Boulevard approximately ¾ mile north of the project site and Kelly Way approximately ¾ mile south of the project site.

REGULATORY SETTING

SENATE BILL 743

On September 27, 2013, SB 743 was signed into law, supporting previous climate-focused and transportation legislation, including the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the California Global Warming Solutions Act of 2006 (AB 32), as well as the Complete Streets Act (AB 1358), which requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. In December 2018, the OPR issued a final advisory to guide lead agencies in implementing SB 743, Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018).

The Technical Advisory observes that VMT is the most appropriate metric to use in evaluating a project's transportation impact under CEQA. VMT for residential and office projects is generally assessed using efficiency metrics, i.e., on a "per rate" basis. Specifically, the OPR-recommended metrics are VMT per capita for residential projects and VMT per employee for office projects. The Technical Advisory does not recommend

a threshold approach for school projects. Lead agencies have the discretion to set or apply their own significance thresholds in lieu of those recommended in the Technical Advisory, provided they are based on substantial evidence. Cities and counties still have the ability to use metrics such as level of service (LOS) for other plans, studies, or network monitoring. However, LOS and similar metrics that measure the social inconvenience of traffic congestion are not to be used for evaluating significant environmental impacts under CEQA.

CEQA Guidelines Section 15064.3

CEQA Guidelines Section 15064.3, Determining the Significance of Transportation Impacts, states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. This was determined after the passage of SB 743, which called for the use of a new metric to assess transportation impacts of land use projects.

The County of Sacramento has adopted the Transportation Analysis Guidelines to assist transportation engineers and planners in the preparation of CEQA transportation analyses for land development and transportation projects, pursuant to SB 743 (Sacramento County 2020).

Sacramento County General Plan Circulation Element

The Sacramento County General Plan Circulation Element provides a framework to guide the future of the County's transportation system (Sacramento County 2022d). It includes the following policies that may be relevant to the project:

CI-1: Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities (such as sidewalks) are not desired. Within rural areas of the County, a complete street may be accommodated through roadway shoulders of sufficient width or other means to accommodate all modes of travel.

CI-3: Travel modes shall be interconnected to form an integrated, coordinated and balanced multi-modal transportation system, planned and developed consistent with the land uses to be served.

CI-4: Provide multiple transportation choices to link housing, recreational, employment, commercial, educational, and social services.

CI-8: Maintain and rehabilitate the roadway system to maximize safety, mobility, and cost efficiency.

CI-10: Land development projects shall be responsible to mitigate the project's adverse impacts to local and regional roadways.

CI-18: The County shall plan and prioritize the implementation of intersection improvements, where feasible, in corridors identified as congested.

CI-32: Develop a comprehensive, safe, convenient and accessible bicycle and pedestrian system that serves and connects the County's employment, commercial, recreational, educational, social services, housing and other transportation modes.

CI-38: Design and construct pedestrian facilities to ensure that such facilities are accessible to all users.

SACRAMENTO COUNTY ACTIVE TRANSPORTATION PLAN

The 2022 Active Transportation Plan (ATP) establishes goals and recommendations for active transportation (e.g., bicycle and pedestrian) improvements throughout unincorporated Sacramento County (Sacramento County 2022e). It includes a list of future improvements, organized by priority. Future improvements related to the project site include additional bicycle lanes and traffic control improvements. Population and job growth models from the ATP predict population and job growth throughout the unincorporated County, including the project site area.

BIKEWAYS, PEDESTRIAN FACILITIES, PUBLIC TRANSPORTATION SYSTEM

The Sacramento Regional Transit District (RT) operates 97 bus routes and 37.4 miles of light rail, covering a 418-square-mile service area. Buses and light rails run 365 days per year using 76 light rail vehicles, 256 buses powered by compressed natural gas, and 16 shuttle vans. Buses operate daily from 5 a.m. to 11:30 p.m. every 15 to 75 minutes, depending on the route. Light rail trains begin operation at 4:30 a.m. with service every 15 minutes during the day and every 30 minutes in the evening. Passenger amenities include 47 light rail stops or stations, 25 bus and light rail transfer centers, and 18 free park-and-ride lots. RT also serves over 3,600 bus stops throughout Sacramento County (Sacramento County 2010b). Sacramento Regional Transit (SacRT) provides a fixed route and on-demand transit service near the project site. Watt Avenue connects the project site to Watt/I-80 West light rail station and several bus stations, including Watt/Manlove Station, University/65th Station and Arden/Del Paso Station.

The provision of pedestrian facilities varies greatly in the County. In unincorporated Sacramento County, most of the roadway infrastructure was constructed after World War II when emphasis was placed on the automobile as the emerging dominant form of transportation. Thus, many roadways lack pedestrian infrastructure or a continuous pedestrian infrastructure. In 1994, the County adopted the 2010 Bikeway Master Plan, which aims to develop a bikeway system that will benefit the recreational and transportation needs of the public.

DISCUSSION

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

CONSTRUCTION

Construction may temporarily generate new vehicle trips (e.g., hauling and worker commute trips) and may result in a short-term increase in traffic levels on roadways in the project site areas. The project would be constructed within approximately 60 working days. Full road closures are not anticipated. However, single-lane access will be required when the pipe is being installed and when pavement restoration occurs. On 32nd Street, all of the work would occur in the northbound lane, so portions of that lane will be closed throughout construction. The southbound lane will always remain open. On I Street, pipe installation would occur on the south side of the road for a portion, then cross to the north side of the road for a portion. Given the temporary nature of construction and existing capacity on local roadways, project construction is not anticipated to conflict with any applicable plan, policy or ordinance related to the transportation system that could result in a substantial adverse environmental effect. Therefore, **less-than-significant** impact would occur.

OPERATIONS

The proposed project is not considered a trip-generating project. While pipeline maintenance would occur, maintenance would be intermittent and thus would result in a negligible increase in traffic. The proposed project would restore I and 32nd Streets to their original condition, maintaining existing bicycle and pedestrian facilities. Therefore, operation of the proposed project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a **less-than-significant** impact would occur.

b) Conflict or be inconsistent with CEQA Guidelines§ 15064.3, subdivision (b)?

CONSTRUCTION

VMT analysis is intended to capture the long-term impacts of a proposed project. Therefore, construction activities are not typically subject to VMT analysis. As a result, no analysis of construction VMT is warranted (Sacramento County 2020). Therefore, consistent with the Transportation Analysis Guidelines, there is no conflict with CEQA Guidelines Section 15064.3 and impacts associated with construction would be **less than significant.**

OPERATIONS

No traffic would be generated by the proposed project other than maintenance by personnel to inspect and maintain facilities when necessary, resulting in minimal vehicle miles traveled during operations.

The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA contains screening thresholds for land use projects and suggests lead agencies may screen out VMT impacts using project size, maps, and transit availability (OPR 2018). For small projects, absent substantial evidence indicating that a project would generate a potentially significant level of VMT or inconsistency with a Sustainable Communities Strategy or general plan, and projects that generate or attract fewer than 110 trips per day generally, may be assumed to cause a less-than-significant impact. Once completed, the operation can be considered a "small project" per the OPR Technical Advisory, given that minimal vehicle miles traveled would occur during operations and would not generate more than 110 daily trips. As such, the proposed project is not anticipated to result in a significant impact related to vehicle miles traveled and thus would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts under this issue would be **less than significant**.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Geometric design features and uses are associated with a project's design and operational phase. The impact on existing roadways is expected to be minimal because the roadway will be restored to its original condition. The proposed project activities, including the installation of the underground pipeline, would not require changes to the design of the roadway. Furthermore, temporary construction activities are not considered incompatible uses due to their short-term and reversible nature. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, this impact would be l**ess than significant**.

d) Result in inadequate emergency access?

The proposed project would require temporary lane closures during construction. On 32nd Street, all of the work would occur in the northbound lane, so portions of that lane will be closed throughout construction. The southbound lane would always remain open. On I Street, pipe installation would occur on the south side of the road for a portion, then cross to the north side of the road for a portion. Although one lane would remain open throughout the 60-day construction period, traffic delays might impede access for emergency responders. Upon completion of construction, all equipment would be removed, and road closures would end. However, for the reasons discussed above, the impact of the proposed project on emergency access during construction would be **potentially significant**.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure J: Prepare and Implement Traffic Control Plan

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure J would limit the potential for traffic hazards during construction by providing sufficient warning to motorists passing by the project site and features such as flaggers and traffic cones that would minimize conflicts with construction vehicles and equipment. Coordination with emergency responders and signage would ensure that emergency vehicles could travel on project area roadways even with temporary road closures or detours. As a result, the potential impact of traffic hazards would be **less than significant with mitigation**.

TRIBAL CULTURAL RESOURCES

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

a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 cultural value to a California Native American tribe, and that is:

    i. 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

    ii. 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 Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ENVIRONMENTAL SETTING

TCRs include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes (OPR 2023). Tribal cultural resources may contain physical and cultural remains or may be places within a landscape such as gathering places, sacred sites, landscape features, plants, or other locations that help maintain religious and cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institution of a living tribal community. This category of resources under CEQA recognizes that tribes have unique knowledge and information about sensitive resources important to the self-identity of tribal communities and can only be identified by members of the Native American community, thus requiring consultation under CEQA.

REGULATORY CONTEXT

AB 52 (effective July 1, 2015) added Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to CEQA, relating to consultation with California Native American tribes, consideration of "tribal cultural resources," and confidentiality. AB 52 provides procedural and substantive requirements for lead agency consultation with California Native American tribes and consideration of effects on tribal cultural resources, as well as examples of mitigation measures to avoid or minimize impacts to tribal cultural resources. AB 52 establishes that if a project may cause a substantial adverse change in the significance of a tribal cultural resource, that project may have a significant effect on the environment. Lead agencies must avoid damaging effects to tribal cultural resources, when feasible, and shall keep information submitted by tribes confidential.

AB 52 requires a lead agency to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. Section 21080.3.1(d) states that within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project location and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to requests consultation pursuant to this section.

NATIVE AMERICAN CONSULTATION

In accordance with AB 52, codified as Section 21080.3.1 of CEQA, Sacramento County sent notification letters to three Native American contacts: Wilton Rancheria, United Auburn Indian Community (UAIC), and Ione Band of Miwok Indians on December 6, 2023. The following tribal groups responded to the notification letter as follows:

- Wilton Rancheria responded on January 16, 2024. Tribe declined formal consultation deferring to UAIC

- UAIC December 21, 2023. Tribe declined formal consultation, but requested that Unanticipated Discoveries mitigation measure be included.

Sacramento County has responded to the tribes and has included the requested mitigation and has closed the consultation process.

DISCUSSION

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 cultural value to a California Native American tribe, and that is:

i 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

ii 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 Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Project implementation would include earthmoving activities within approximately 2,150 lineal feet of pavement in the I Street and 32nd Street public rights-of-way, including the concrete 32nd Street bridge over Robla Creek. Earthwork would include pavement and soil removal; trenching and pipe installation; concrete boring; and repaving. As discussed in "Cultural Resources," no prehistoric or historic-era archaeological and built-environment resources were identified during a records search conducted on December 8, 2023. Sacramento County also requested that the Native American Heritage Commission (NAHC) perform a search of their Sacred Lands File for the presence of Native American sacred sites or human remains in the vicinity of the proposed project area. A written response received from the NAHC on December 15, 2023, stated that the Sacred Lands File search result was negative.

While there is no evidence of TCRs present within the proposed project area, the project construction could cause a substantial adverse change to undiscovered tribal cultural resources during construction. Therefore, impacts related to substantial adverse changes in Tribal Cultural Resources are **potentially significant**.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure L: Inadvertent Discoveries of Tribal Cultural Resources

Mitigation Measure F: Worker Awareness Training

Mitigation Measure H: Unanticipated Discovery of Human Remains

SIGNIFICANCE AFTER MITIGATION

Implementation of Mitigation Measure F outlines the required procedure if tribal cultural resources are found during construction, including guidance around stopping work and who to notify. Implementation of Mitigation Measure F would require worker awareness

training to be given to all construction personnel to inform them on what a tribal cultural resource would look like if found, what to do if found, and the legal consequences for not following the procedures surrounding inadvertently found tribal cultural resources. Mitigation Measure H outlines the procedure if human remains are discovered during construction. With the implementation of Mitigation Measures L, F and H, impacts to tribal cultural resources would be avoided and minimized, reducing the impact to **less than significant** with mitigation incorporated.

UTILITIES AND SERVICE SYSTEMS

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

a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment facilities or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Have sufficient water supplies available to serve the project and reasonably foresee future development during normal, dry, and multiple dry years?

c. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

ENVIRONMENTAL SETTING

Project implementation would not include any development that requires new or expanded water, wastewater treatment, electrical, natural gas, or telecommunications facilities; no substantial relocation of existing utilities is anticipated. As a result, no impacts on these utilities would result, and these topics are not further discussed in the environmental setting.

The Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill have been certified as Construction and Demolition Debris Sorting Facilities by Sacramento County (Sacramento County 2023b). Both the Florin-Perkins Public Disposal Transfer/Processing Facility and Sierra Waste Recycling and Transfer Station have maximum permitted throughputs of 1,000 tons per day, and the L and D Landfill Transfer and Processing Facility has a maximum permitted throughput of 4,125 tons per day (CalRecycle 2023a, 2023b, 2023c).

Non-recyclable materials could be disposed of at Kiefer Landfill or L and D Landfill. Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, asbestos, green materials, and other nonhazardous designated debris (CalRecycle 2023d). L and D Landfill is classified as a Class II and III landfill that is permitted to accept municipal solid waste, construction and demolition debris, green materials, clean and dirty concrete, clean soil, appliances, and electronic waste (L and D Landfill 2023).

Table IS-10 shows the maximum capacity, remaining capacity, and closure date of the Kiefer Landfill and L and D Landfill. Combined, these landfills have a large volume of landfill capacity (116 million cubic yards) available to serve the proposed project. The closure dates of the Kiefer Landfill and L and D Landfill are anticipated to be approximately January 1, 2064 and December 31, 2030, respectively.

Table IS-10 Primary Landfills

Facility (County)	Location	Capacity
Kiefer Landfill (Sacramento County)	12701 Kiefer Boulevard Sloughhouse, CA 95683	Maximum permitted capacity: 117.4 million cubic yards Remaining capacity: 112.9 million cubic yards Closure date: January 1, 2064
L and D Landfill (Sacramento County)	8635 Fruitridge Road Sacramento, CA 95826	Maximum permitted capacity: 20.5 million cubic yards Remaining capacity: 3.1 million cubic yards Closure date: December 31, 2030

Sources: CalRecycle 2023c, 2023d

Sacramento County requires construction contractors to comply with its Construction and Demolition Debris Program (Article 6, Chapter 6.20 of the Sacramento County Code). Under this program, as part of a building permit application, project applicants must complete a waste management plan that identifies the types of waste materials; the manner in which debris would be managed on-site; the volume of construction/ demolition debris that would be recycled, sent to a landfill, or reused; how the materials would be transported (i.e., franchised hauler, independent recycler, or self-hauling); and the County-certified receiving and sorting facility that would be used.

In addition, the California Green Building Standards Code (CALGreen) (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both. In addition, CALGreen requires that 100 percent of trees,

stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

DISCUSSION

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment facilities or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project proposes storm drainage improvements in existing County roadways, which would not include new development that requires new or expanded water, wastewater treatment, electrical, natural gas, or telecommunications facilities. Installation of the new drainage pipe system in I Street and 32nd Street with a new drainage pipeline outfall to Robla Creek would result in physical environmental impacts that are addressed in each technical section of this document, as appropriate. Where development of the proposed project would result in potentially significant environmental impacts, mitigation measures are identified to reduce those impacts to less-than-significant levels. There are no additional potentially significant impacts associated with construction of the proposed project beyond those comprehensively considered throughout the other sections and sections of this document. Therefore, impacts related to relocation of, or new or expanded utility infrastructure would be **less than significant**.

b) Have sufficient water supplies available to serve the project and reasonably foresee future development during normal, dry, and multiple dry years?

The proposed project does not include land uses that increase water demand. Therefore, the proposed project would have **no impact** related to water supplies.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project does not include land uses that would generate wastewater. Therefore, the proposed project would not result in a determination that a wastewater treatment provider has inadequate capacity to serve the project's demand in addition to the provider's existing commitments. **No impact** would occur.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Recyclable materials would likely be disposed of at the Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill. Both the Florin-Perkins Public Disposal Transfer/Processing Facility and Sierra Waste Recycling and Transfer Station have maximum permitted throughputs of 1,000

tons per day, and the L and D Landfill Transfer and Processing Facility has a maximum permitted throughput of 4,125 tons per day.

As stated above, Kiefer Landfill and L and D Landfill have a large volume of landfill capacity (116 million cubic yards) available to serve the proposed project. The closure dates of the Kiefer Landfill and L and D Landfill are anticipated to be approximately January 1, 2064 and December 31, 2030, respectively.

The proposed project would comply with all applicable federal, State, and local solid waste statues and regulations, including compliance with the CALGreen Code and the County's Construction and Demolition Debris program. There is sufficient landfill capacity available to accommodate the solid-waste disposal needs of the proposed project. Therefore, the proposed project would not generate waste is excess of state or local standards or in excess of local infrastructure, and impacts related to sufficient landfill capacity would be **less than significant**.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

As discussed above under Item d), the proposed project would comply with all applicable solid waste statutes and regulations, including CALGreen and Article 6 (Construction and Demolition Debris) of Chapter 6.20, Title 6, of the Sacramento County Code. **No impact** would occur.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

WILDFIRE

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

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

ENVIRONMENTAL SETTING

Wildfire impacts based on whether a proposed project would occur within or near a state responsibility area (SRA) or on lands classified as very high fire hazard severity zones.

The project site is located within the developed unincorporated community of North Highlands. It consists of approximately 2,150 linear feet of pavement within the I Street and 32nd Street public rights-of-way, the existing 32nd Street concrete bridge overcrossing at Robla Creek, and adjacent industrial property to be used for staging. The project site and surrounding area consist of industrial and commercial land uses north of I Street and west of 32nd Street, and rural residential land uses south of I Street and east of 32nd Street.

Fire prevention areas considered to be under state jurisdiction are referred to as SRAs, and the California Department of Forestry and Fire Protection (CAL FIRE) is responsible for vegetation fires in SRA lands.[3] In general, SRA lands contain trees producing, or capable of producing, forest products; timber, brush, undergrowth, and grass, whether of commercial value or not, that provide watershed protection for irrigation or for domestic or industrial use; or lands in areas that are principally used, or are useful for, range or forage purposes. The project site is not in an SRA (CAL FIRE 2023).

Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones within the state of California. Fire hazard severity zones are measured qualitatively, based on vegetation, topography, weather, crown fire potential (a fire's tendency to burn upward into trees and tall brush), and ember production and movement within the area in question. In SRAs, CAL FIRE is required to delineate three wildfire hazard ranges: moderate, high, and very high. The proposed drainage pipe system is not in an SRA. The closest SRA lands are east of the town of Loomis and east of the cities of Folsom and Rancho Cordova, approximately 14 miles east and northeast of the proposed drainage pipe system; these lands are rated as Moderate Fire Hazard Severity Zones (CAL Fire 2023).

CAL FIRE identifies only Very High Fire Hazard Severity Zones in LRAs, which are areas under the jurisdiction of local entities (e.g., cities and counties). The proposed drainage pipe system is in LRAs (i.e., Sacramento County), and fire protection is provided by the Sacramento Metropolitan Fire District (see "Public Services," for further discussion). There are no Very High Fire Hazard Severity Zones in the LRA that encompass the project area (CAL FIRE 2023).

[3] California Public Resources Code Sections 4125–4127 define an SRA as lands in which the financial responsibility for preventing and suppressing wildland fire resides with the State of California.

DISCUSSION

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is not within an SRA or a Very High Fire Hazard Severity Zone. Therefore, there would be **no impact** related to impairment of an adopted emergency response plan or emergency evacuation plan for areas within an SRA or a Very High Fire Hazard Severity Zone. “Hazards and Hazardous Materials” provides additional discussion on the potential for project-related construction activities to substantially impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site consists of approximately 2,150 linear feet of pavement within the I Street and 32nd Street public rights-of-way, the existing 32nd Street concrete bridge overcrossing at Robla Creek, and adjacent industrial property to be used for staging. The project site is located within the developed unincorporated community of North Highlands and is not in an SRA or a Very High Fire Hazard Severity Zone. The closest SRA lands are east of the town of Loomis and east of the cities of Folsom and Rancho Cordova, approximately 14 miles east and northeast of the proposed drainage pipe system; these lands are rated as Moderate Fire Hazard Severity Zones (CAL Fire 2023). There are no Very High Fire Hazard Severity Zones in the LRA that encompass the proposed drainage improvement project or in the project area (CAL FIRE 2023). Therefore, construction of the proposed project would not exacerbate wildfire risks within an SRA or a Very High Fire Hazard Severity Zone, and **no impact** would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

See the response to Impact b) above. The proposed project would not install or maintain infrastructure that could exacerbate fire risks within an SRA or a Very High Fire Hazard Severity Zone, and **no impact** would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

See the response to Impact item b) above. The proposed project would not expose people or structures to significant risks from downstream flooding, landslides, slope instability, or drainage changes, and **no impact** would occur.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

DISCUSSION

a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. As described in "Biological Resources," implementation of Mitigation Measures C would reduce potentially significant impacts nesting birds to a less-than-significant level. Implementation of and Mitigation Measure D would reduce potential water quality impacts to riparian habitat associated with Robla Creek to a less-than-significant level. As discussed in "Cultural Resources," implementation of Mitigation Measures F would reduce potentially significant impacts resulting from inadvertent damage or destruction of significant cultural resources.

Therefore, with implementation of outlined mitigation measures, the proposed project would result in less-than-significant impacts involving the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause 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 period of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant. No past, present, or foreseeable future projects in the vicinity of the project site have been identified that would combine with the project to cause cumulative impacts. For all of the topics discussed in this Initial Study, the proposed project's impacts would be individually limited and not cumulatively considerable, because the impacts are either temporary in nature (i.e., limited to the construction period) or limited to the project site (i.e., accidental discovery). Additionally, for each of the topics analyzed in the Initial Study, the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation incorporated, and therefore would not substantially contribute to any potential cumulative impacts.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

No impact. The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings, beyond those topics discussed in the Environmental Effects section of this Initial Study.

ENVIRONMENTAL MITIGATION MEASURES

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

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

The construction contractor shall comply with Basic Construction Emission Control Practices identified by the SMAQMD and listed below or as they may be updated in the future:

- 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 track out mud or dirt onto adjacent public roads at least once a day. Use of dry powered 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.

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

- Provide current certificate(s) of compliance for ARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact ARB 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 and determined to be running in proper condition before it is operated.

MITIGATION MEASURE B: AVOID IMPACTS ON SPECIAL STATUS PLANT SANFORD'S ARROWHEAD

In the event that disturbance to Robla Creek is required during construction, a preconstruction survey for Sanford's arrowhead shall be conducted during the appropriate blooming season (May – October). If individual plants are identified, they shall be flagged for avoidance where any in-channel activities are occurring.

MITIGATION MEASURE C: AVOID IMPACTS ON NESTING BIRDS

Sacramento County shall require contractor/s to implement the following measures during demolition and construction activities to avoid adverse effects to special-status nesting birds and common nesting birds.

- Wherever feasible, the contractor shall conduct construction activities that could potentially affect common nesting birds outside of the nesting season. The nesting season for common nesting birds (raptors, passerines) is February 1 to August 31. If construction activities are completed outside of these nesting

seasons, no additional measures are required to avoid adverse effects on nesting birds.

- If construction activities that could affect suitable habitat for nesting birds cannot be conducted outside of the nesting seasons listed above, a qualified biologist shall complete pre-construction surveys for nesting birds. Preconstruction surveys for nesting birds shall occur no more than 2 weeks prior to the start of ground-disturbing construction activities. Surveys shall be conducted by a qualified biologist within suitable nesting habitat that could be affected by construction activities (e.g., staging areas, access routes) and will include a 250-foot buffer area. If no nesting birds are detected during preconstruction surveys, no additional measures are required.

- If nesting birds are located during the preconstruction nesting bird survey, an appropriate "non-disturbance" buffer will be established by a qualified biologist to protect the nest from project-related disturbances until the nest has fledged or is no longer active. An appropriate non-disturbance buffer shall be determined based on the species nesting, site conditions (e.g., existing level of disturbance), and biologist observations and professional judgement. Typical "non-disturbance" buffers are 100 feet for passerines and 250-feet for non-special status raptors. Smaller buffers may be implemented in some circumstances, if nest monitoring by a qualified biologist confirms project activities are not adversely affecting the nest; this typically requires a period of nest monitoring prior to initiation of project activities to establish baseline nest activity. Construction activities shall not occur within the buffer unless the qualified biologist determines that such construction activities would not adversely affect nesting activities. Construction activities that may impact special-status nesting birds occurring within the avoidance buffer/s described above will be monitored by a qualified biologist either continuously or periodically during work, as determined by the qualified biologist. The qualified biologist shall be empowered to stop construction activities that, in the biologist's opinion, threaten to cause unanticipated and/or unpermitted adverse effects on nesting birds (e.g., nest abandonment). Buffers shall be maintained until there is no longer a threat of disturbance to the nesting bird (e.g., young have fledged, individuals have moved out of the area), as determined by a qualified biologist.

MITIGATION MEASURE D: IMPLEMENT A WATER QUALITY CONTROL PLAN TO PROTECT WATER QUALITY IN ROBLA CREEK

Sacramento County or its construction contractor shall prepare and implement a Water Quality Control Plan to prevent erosion, sediment transport, accidental spills, and degradation of water quality in local waterbodies including Robla Creek. The Water Quality Control Plan shall include, at a minimum, the following BMPs:

- Watering for dust control shall be implemented throughout the construction process as needed to reduce wind erosion.

- The construction-related disturbance area around and within Robla Creek shall be limited to the minimum required to complete the project.

- A Spill Prevention and Response Plan shall be prepared and implemented during construction. Petroleum products and other hazardous materials shall be kept in non-leaking containers stored in secondary containment in an upland staging area and covered in a manner that will prevent discharge. If an accidental spill occurs, it shall be contained and cleaned up immediately. A supply of suitable spill control and cleanup materials shall be available on site for prompt cleanup of spills. Application of paints, sealers, and coatings on the bridge shall be limited to minor touch up that must be performed after the outfall structure is constructed and in place.

- Construction equipment shall be kept in good repair and shall be inspected (prior to construction) and monitored (during construction) for leaks, and removed from service for maintenance or cleaning if necessary to prevent water quality degradation.

- Staging and use of construction equipment and materials shall be limited to upland areas. Materials subject to wind or water runoff shall be secured. If a construction staging area near Robla Creek is required, it shall be situated in an upland area as far as practicable from the creek channel and delineated with construction boundary fencing, to minimize impacts to soil, vegetation, and the Robla Creek channel.

- Construction equipment washing shall be prohibited within 500 feet of Robla Creek.

- A Water Quality Monitoring Plan shall be prepared and implemented during construction of the Robla Creek outfall. Continuous visual inspection shall be conducted to check that the temporary barrier around the southern box culvert is functioning properly. If a turbidity plume or petroleum product sheen is detected outside the barrier area, work shall be suspended and a discharge mitigation plan (to be prepared by the construction contractor or Sacramento County Department of Water Resources) shall be implemented.

- The construction crew shall keep the work area free from trash or litter. Waste material shall be transported off site and disposed of in accordance with federal, state, and local regulations.

Mitigation Measure E: Avoid, Minimize and Compensate for Impacts on Robla Creek and Comply with Federal, State, and Local Permits

Prior to project implementation, the County and/or its construction contractor shall refine designs and construction plans related to installation of the drainage outfall to Robla

Creek and obtain the necessary permits for impacts on any jurisdictional features, if required. These include the following permits:

- Section 1600 Streambed Alteration Agreement from CDFW (for impact on riparian area and other sensitive natural communities not considered Waters of the U.S. (WUS) or State)
- CWA Section 404 permit from USACE for impacts to WUS
- CWA Section 401 Clean Water Certification from the Regional Water Quality Control Board for impacts to WUS
- Waste Discharge Permit from Regional Water Quality Control board for impacts to water of the state

As part of the permit applications, the County shall develop a habitat mitigation plan that will include mitigation for impacted waters of the US/State on a no-net-loss basis. The plan may include on-site restoration, if feasible, off-site preservation, or purchasing mitigation credits from an agency-approved wetlands mitigation bank, paying an agency-approved in-lieu fee, and/or developing conservation lands to compensate for permanent loss of resources. Mitigation ratios shall be no less than 1:1 and shall be determined during the permitting process.

The County shall implement all conditions of the permits, including any performance monitoring, if required for on-site restoration and report on the results of the monitoring to the appropriate agencies at the frequency and duration included in the permits.

MITIGATION MEASURE F: WORKER AWARENESS TRAINING

Before participating in construction activities, a qualified archaeologist shall provide a training to all construction personnel involved in ground disturbing activities, informing them in the recognition of possible cultural resources and protection of such resources. The training will inform all construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel shall be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to designated roads and areas. The training shall include a review of the local, state, and federal laws and regulations related to cultural resources, as well as instructions on the procedures to be implemented should unanticipated resources be encountered during construction, including stopping work in the vicinity of the find and contacting the appropriate environmental compliance specialist.

MITIGATION MEASURE G: UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES

In accordance with Public Resources Code Section 21082 and Section 15064.5 of the CEQA Guidelines and [36 CFR 800] of Section 106 of the National Historic Preservation

Act (NHPA), if buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The archaeologist shall make recommendations to the lead agency concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds, consistent with Section 15064.5 of the CEQA Guidelines and 36 CFR 800. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. In accordance with Public Resources Code Section 21082 and Section 15064.5 of the CEQA Guidelines, no further grading or construction activity shall occur within 50 feet of the discovery until the lead agency approves the measures to protect these resources.

In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property shall be taken and the State Historic Preservation Office (SHPO) and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation (Council) will be notified within 48 hours in compliance with 36 CFR 800.13 (b)(3).

MITIGATION MEASURE H: UNANTICIPATED DISCOVERY OF HUMAN REMAINS

In the event of an accidental discovery or recognition of any human remains, Public Resources Code Section 5097.98 shall be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the specific location or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98, or

2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;

- The descendent identified fails to make a recommendation; or

- The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

MITIGATION MEASURE I: CONDUCT CONSTRUCTION PERSONNEL EDUCATION, STOP WORK IF PALEONTOLOGICAL RESOURCES ARE DISCOVERED, ASSESS THE SIGNIFICANCE OF THE FIND, AND PREPARE AND IMPLEMENT A RECOVERY PLAN, AS REQUIRED

To minimize the potential for destruction of, or damage to potentially unique, scientifically important paleontological resources during earthmoving activities, the County shall implement the measures described below.

- Prior to the start of earthmoving activities at the project site, inform all construction personnel involved with earthmoving activities regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. This worker training may either be prepared and presented by an experienced field archaeologist at the same time as construction worker education on cultural resources or prepared and presented separately by a qualified paleontologist.

- If paleontological resources are discovered during earthmoving activities, immediately cease work in the vicinity of the find and notify the Sacramento County Department of Planning and Environmental Review. Retain a qualified paleontologist to evaluate the resource and prepare a recovery plan based on Society of Vertebrate Paleontology Guidelines (SVP 2010). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the County to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

MITIGATION MEASURE J: PREPARE AND IMPLEMENT TRAFFIC CONTROL PLAN

To address potential traffic hazards during construction, prior to the commencement of construction or demolition activities, the applicant shall prepare a traffic control plan for review and approval by the County Department of Transportation. Typical measures to be included in the traffic control plan include signage, traffic cones, and flaggers to help ensure the safe and efficient movement of traffic through the affected area. In addition, the traffic control plan

would provide for notification of emergency responders regarding the planned construction activities.

MITIGATION MEASURE K: EMPLOY NOISE-REDUCING CONSTRUCTION MEASURES

The contractor shall ensure that the following measures are implemented during all phases of project construction:

- Construction activities shall comply with the County of Sacramento Noise Ordinance.
- Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- All motorized construction equipment shall be shut down when not in use to prevent idling.
- Fixed/stationary equipment (e.g., generators, compressors, cement mixers) shall be located as far as practicable from noise-sensitive receptors.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).
- Restrict the use of bells, whistles, alarms, and horns for safety-warning purposes.
- Prohibit the start-up of machines or equipment between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday; Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday and on each Sunday after the hour of 8:00 p.m.
- Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) located within 800 feet of occupied residences. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment.
- Written notification of construction activities shall be provided to all noise-sensitive receptors located within 800 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone

number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.

MITIGATION MEASURE L: INADVERTENT DISCOVERIES OF TRIBAL CULTURAL RESOURCES

If potential TCRs, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from a traditionally and culturally affiliated Native American Tribe is present. Sacramento County Planning and Environmental Review shall be immediately notified at (916) 874-6141. A qualified cultural resources specialist and Native American Representatives and Monitors from traditionally and culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, and returning objects to a location within the project area where they will not be subject to future impacts.

Whenever there is question as to whether or not the discovery represents a tribal resource, culturally affiliated tribes shall be consulted in making the determination. Whenever a tribal monitor is present, the monitor has the authority to stop work.

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APPENDICES

Appendix A: Air Quality, Greenhouse Gas, and Energy Modeling Outputs

Appendix B: Noise Modeling Outputs

Due to length, Appendix A and B are available to view at the Sacramento County Planning and Environmental Review, 827 7th Street, Sacramento, CA 95814, Room 225 during normal business hours, or online at: http://planningdocuments.saccounty.gov

The direct link is:

https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLER2023-00086

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