



2019049092

## Mitigated Negative Declaration

Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations and pursuant to the Procedures for Preparation and Processing of Environmental Documents adopted by the County of Sacramento pursuant to Sacramento County Ordinance No. SCC-116, the Environmental Coordinator of Sacramento County, State of California, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Negative Declaration re: The Project described as follows:

1. **Control Number:** PLER2017-00109
2. **Title and Short Description of Project: Power Inn Road Improvements**  
The project will widen Power Inn Road from three lanes to four lanes between Florin Road and 52<sup>nd</sup> Avenue. The project will also construct continuous sidewalk, bike lanes, and a raised landscaped median at various locations along Power Inn Road. The sidewalk improvements include curb, gutter, and Americans with Disabilities Act (ADA) compliant ramps. The project will connect with the intersection layout for the Phase II Old Florin Town project at Power Inn and Florin Roads. To reduce noise impacts, an 82 linear foot sound wall could be required to be built along Power Inn Road, near the intersection of Wagon Trail Way.
3. **Assessor's Parcel Number:** Various
4. **Location of Project:** The project site is located along the west and east sides of Power Inn Road, approximately 450 feet north of Loucreta Drive to 52<sup>nd</sup> Avenue, in the South Sacramento community.
5. **Project Applicant:** Sacramento County Department of Transportation
6. Said project will not have a significant effect on the environment for the following reasons:
  - a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
  - b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
  - c. It will not have impacts, which are individually limited, but cumulatively considerable.
  - d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

[Original Signature on File]

Tim Hawkins

Environmental Coordinator

County of Sacramento, State of California



**COUNTY OF SACRAMENTO**  
**OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW**  
**INITIAL STUDY**

**PROJECT INFORMATION**

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**CONTROL NUMBER:** PLER2017-00109

**NAME:** Power Inn Road Improvements

**LOCATION:** The project site is located along the west and east sides of Power Inn Road, approximately 450 feet north of Loucreta Drive to 52<sup>nd</sup> Avenue, in the South Sacramento community.

**ASSESSOR'S PARCEL NUMBERS:** Various

**APPLICANT:**

Sacramento County  
Department of Transportation  
4111 Branch Center Road  
Sacramento, CA 95827  
Attention: Crystal Tu

**PROJECT DESCRIPTION**

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The project will widen Power Inn Road from three lanes to four lanes between Florin Road and 52<sup>nd</sup> Avenue. The project will also construct continuous sidewalk, bike lanes, and a raised landscaped median at various locations along Power Inn Road. The sidewalk improvements include curb, gutter, and Americans with Disabilities Act (ADA) compliant ramps. The project will connect with the intersection layout for the Phase II Old Florin Town project at Power Inn and Florin Roads. To reduce noise impacts, an 82 linear foot sound wall could be required to be built along Power Inn Road, near the intersection of Wagon Trail Way.

**ENVIRONMENTAL SETTING**

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The project site is located within the South Sacramento community, just north of the intersection of Power Inn and Florin Roads and adjacent to Old Florin Town. See Plate IS-1 illustrating the regional location of the project area within Sacramento County. Power Inn Road runs north-south and is designated on the General Plan Circulation Element as a four-lane arterial roadway within the project limits. It is currently developed with only three lanes between Lorin Avenue and 52<sup>nd</sup> Avenue. The posted speed limit is 40 miles per hour. Along the project length, the

width of the roadway varies from approximately 65 feet to 100 feet where turn lanes are installed at intersections. Some sidewalks are located along Power Inn Road within the project limits, but there are segments where sidewalks are missing, particularly along industrial zoned properties on the east side of Power Inn Road.

Development along the project length is generally characterized by commercial/retail, single-family and two-family (duplexes and half-plexes) residential homes, a multi-recreational use public park (Danny Nunn Park) and industrial uses. Access to the project site is provided by a number of residential collectors as well as Florin Road, located at the south end of the project length and controlled by a traffic signal. The project area is bisected diagonally by the Union Pacific railroad alignment, just east of Frasinetti Road.

The project plans are illustrated in Plate IS-2. The project length is vegetated along some parcels with typical roadside or residential landscaping, including shrubs and trees. Vacant parcels and drainage culverts along the project length tend to be highly disturbed by litter, gravel, and vehicle access. The topography within the project area is generally flat with minor undulations.

Plate IS-1: Regional Location

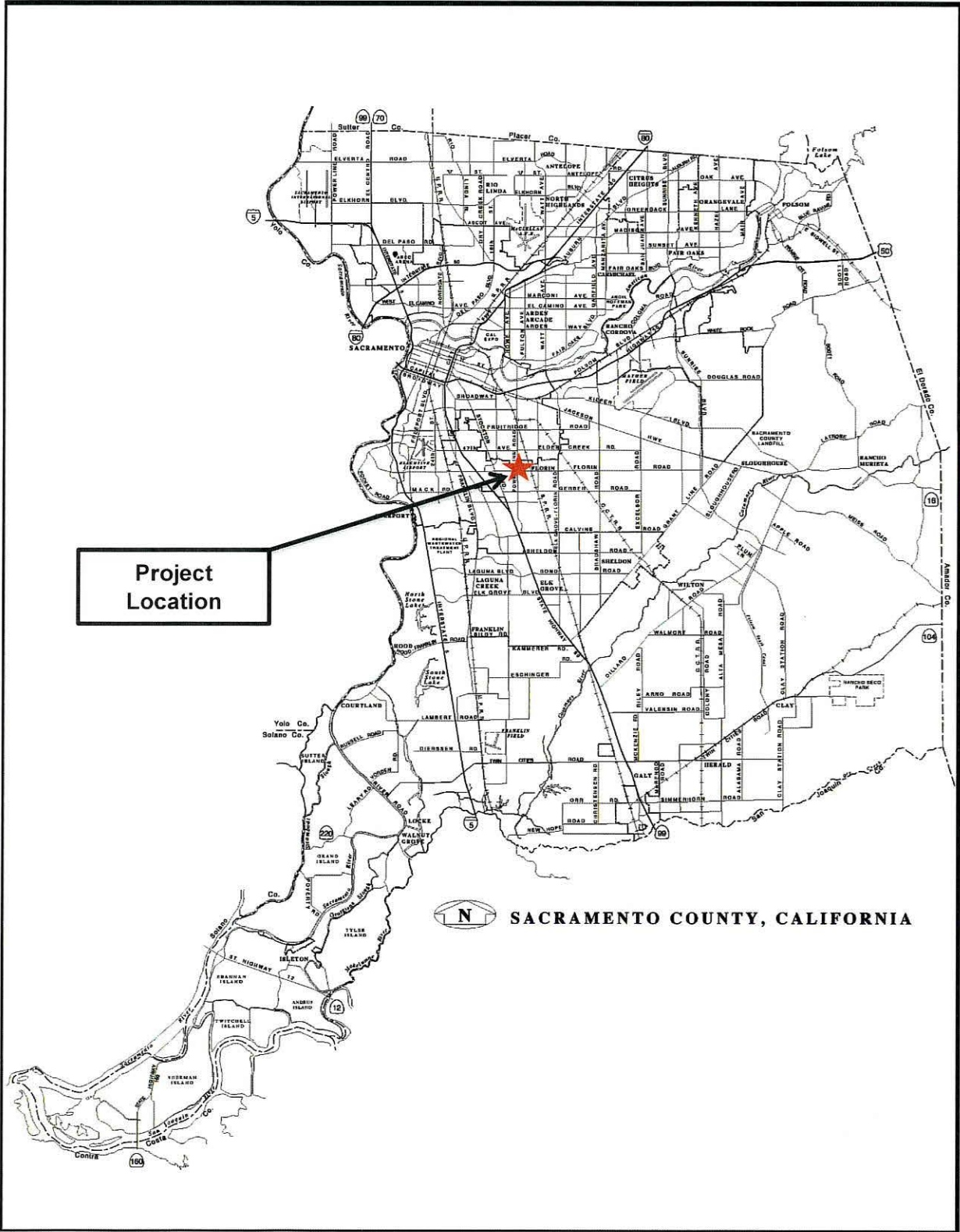




Plate IS-2: Project Plans

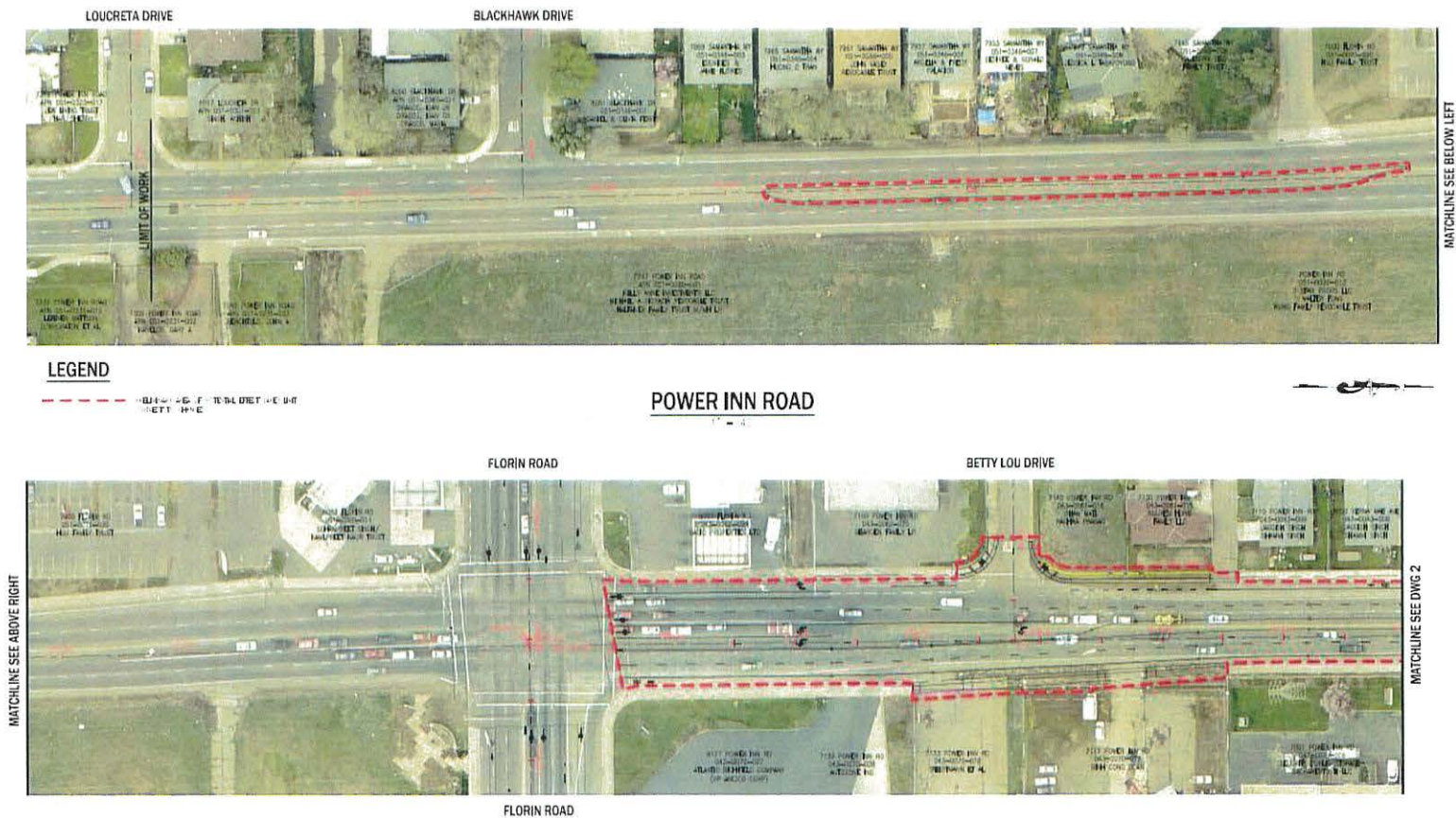
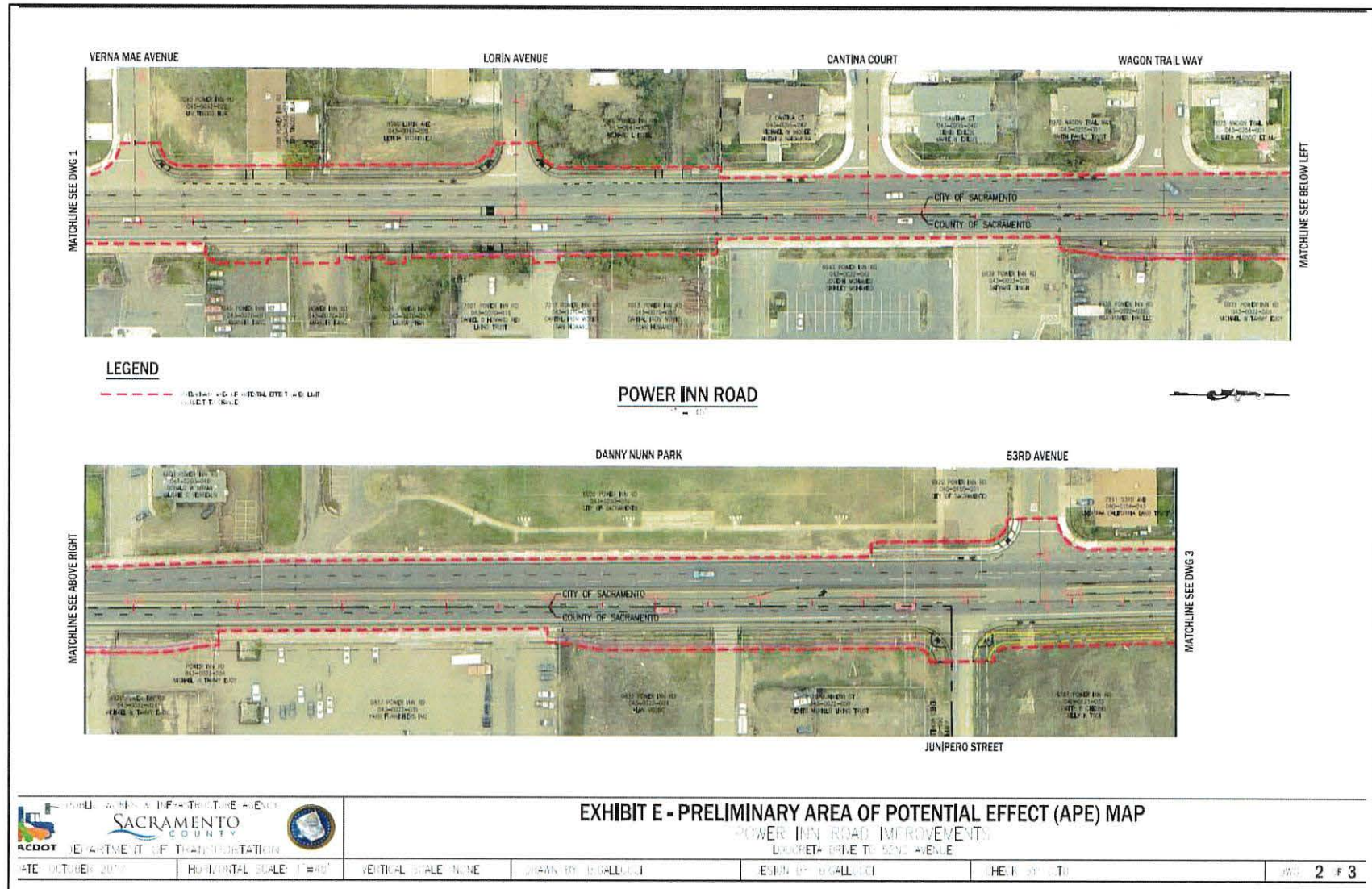


EXHIBIT E - PRELIMINARY AREA OF POTENTIAL EFFECT (APE) MAP  
POWER INN ROAD IMPROVEMENT  
LOUCRETA DRIVE TO SUN AVENUE

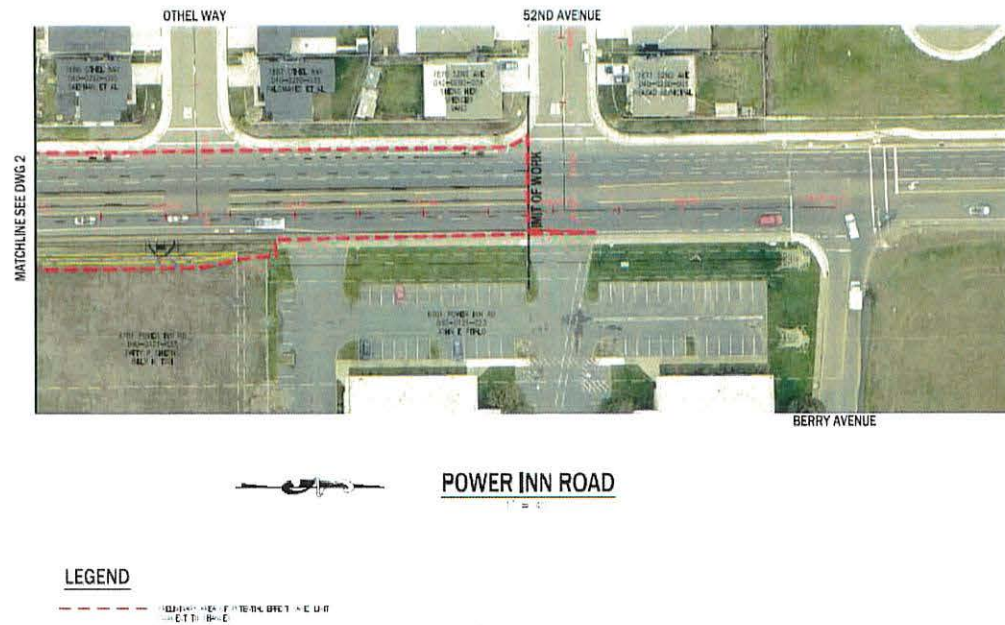
DATE: OCTOBER 2017	HORIZONTAL SCALE: 1"=40'	VERTICAL SCALE: NONE	DRAWN BY: D. FALLACE	ENGINEER: D. FALLACE	CHECKED BY: J. B. GUSTO	SHEET: 1 OF 3
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Plate IS-2: Project Plans





# Plate IS-2: Project Plans



## EXHIBIT E - PRELIMINARY AREA OF POTENTIAL EFFECT (APE) MAP

POWER INN ROAD IMPROVEMENT  
LIMPETA DRIVE TO 52ND AVENUE

DATE: OCTOBER 2017	HORIZONTAL SCALE: 1"=40'	VERTICAL SCALE: NONE	DRAWN BY: HALL/JOE	ENGINEER: HALL/JOE	CHECKED BY: CTO	SHEET: 3 OF 3
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## ENVIRONMENTAL EFFECTS

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

### BACKGROUND

The project is identified in the Sacramento County Pedestrian Master Plan. Pursuant to the California Environmental Quality Act, the Department of Environmental Review and Assessment (DERA) completed an Environmental Impact Report (EIR) for the *Pedestrian Master Plan* (Control No. 06-PWE-0347), which was certified by the Board of Supervisors on November 27, 2007. Mitigation measures were recommended and a Mitigation Monitoring and Reporting Program (MMRP) was adopted. The Master Plan identifies the project area as a high priority pedestrian project in the South Sacramento community for sidewalk/asphalt walkway. According to the Sacramento County Bicycle Master Plan, completed in April 2011, the project area along Power Inn Road between Lorin Avenue and 52<sup>nd</sup> Avenue has existing Class II bike lanes with planned Class II bike lanes along Power Inn Road between Florin Road and Lorin Avenue.

An Initial Study/Negative Declaration (IS/ND) was prepared for the Old Florin Town Streetscape Improvement Project (Control Number 2010-70003) and an addendum to the IS/ND was prepared for Phase II of this streetscape improvement project (Control No. PLER2015-00060). The project will connect with the intersection layout associated with the Old Florin Town Streetscape Improvement project at Power Inn and Florin Roads.

An Initial Study/Negative Declaration (IS/ND) was prepared for the Power Inn Road Sidewalk Improvements Project (Control Number PLER2017-00005) which included a second left turn lane to be added at the intersection for vehicles heading westbound on Florin Road, with the installation of a new raised median with landscaping between Florin Road and Blackhawk Drive. Plate IS-2 includes project plans for these roadway improvements, but the environmental analysis for the Power Inn Road Sidewalk Improvements Project (Control Number PLER2017-00005) addressed impacts associated with this segment of the roadway.

### LAND USE

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

Within the project area, Power Inn Road is designated as four-lane arterial (pre-2030) in the Sacramento County 2030 General Plan Transportation Diagram. Power Inn Road is also designated as a Transportation Reservation Corridor south of Florin Road. Howe Avenue becomes Power Inn Road at Folsom Boulevard, near the intersection with Highway 16, and runs south for approximately 3 miles before transecting with the project area and Florin Road. Power Inn Road continues south before becoming Garity Drive, at the intersection of Sheldon Road, in the City of Elk Grove.

The project site is within the South Sacramento Community Plan. The western portion of Power Inn Road, between Cantina Court and 52<sup>nd</sup> Avenue, is within the City of Sacramento city limits. This includes Danny Nunn Park, which is operated and maintained by the City of Sacramento Department of Youth, Parks, and Community Enrichment.

For the unincorporated area of the project limits, a portion of the project area, notably the parcels along the east side of Power Inn Road, are within the Old Florin Town Special Planning Area (SPA). General Plan Designations for the project area are Low Density Residential, Commercial/Office, and Intensive Industrial. Community Plan Designations for the project area are Limited Commercial, Residential Density 5, Residential Density 10, and Light Industrial (M-1). Zoning for the project area is Special Planning Area (SPA), RD-5 (Residential Density 5), RD-10 (Residential Density 10), and M-1 (Light Industrial). The project does not create a use that is inconsistent with the current land use designations and environmental impacts associated with land use are considered ***less than significant***.

### ***RIGHT OF WAY ACQUISITION***

In order to develop the project, right-of-way acquisition will need to be obtained from adjacent property owners. The project will require acquisition for public roadway public utility easements (PRPUE), public utilities public facilities easements (PUPFE), and temporary construction easements (TCE). Table IS-1 indicates the properties to be acquired as a result of the project by noting each property by APN, address, total parcel size, and amount to be acquired in acres. Plate IS-3 illustrates aerial photo maps of the project area; the ROW areas correspond with the numbers in Table IS-1. Only minor amounts of right-of-way strips will be acquired from individual property owners and businesses and no full property takes or business relocations are expected. The majority of the area to be acquired includes driveways, side yards, and/or roadside ditches. Total right-of-way to be acquired for PRPUE will be from four parcels totaling approximately 1,987 square feet. Total right-of-way to be acquired for PUPFE will be from 18 parcels totaling approximately 9,656 square feet. Temporary construction easements will be acquired for 23 parcels totaling approximately 11,701 square feet.

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

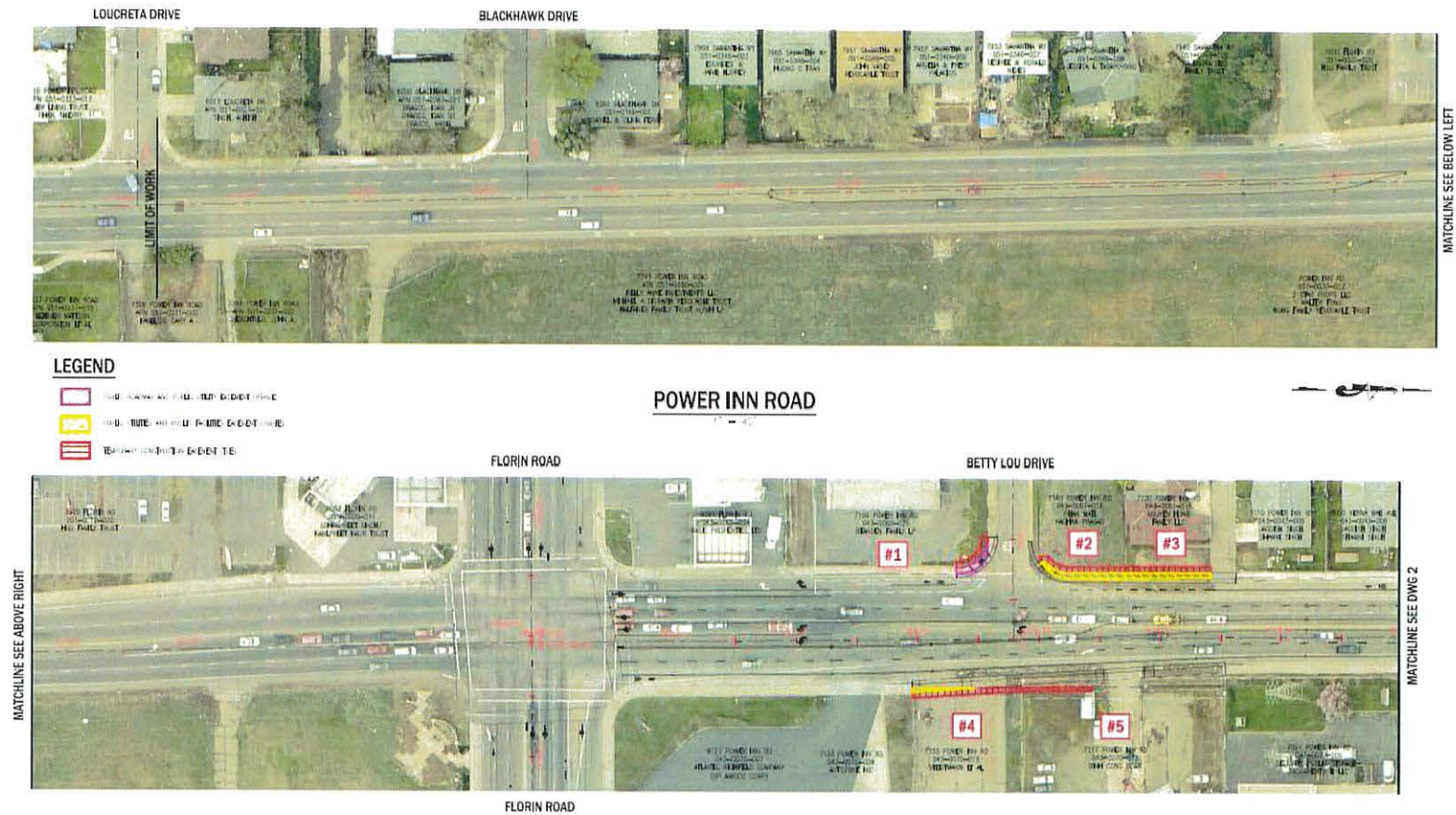
APN/Corresponding No. on Plate IS-3	Address	Total Parcel Size (square feet)	Public Roadway Public Utility Easement (PRPUE) (square feet)	Public Utilities Public Facilities Easement (PUPFE) (square feet)	Temporary Construction Easement (TCE) (square feet)
043-0062-025 (#1)	7150 Power Inn Road	23,522	171	0	183
043-0061-016 (#2)	7140 Power Inn Road	11,326	0	321	367
043-0061-015 (#3)	7130 Power Inn Road	10,890	0	307	346
043-0070-018 (#4)	7133 Power Inn Road	40,421	0	75	411
043-0070-017 (#5)	7117 Power Inn Road	65,340	0	0	171
043-0042-022 (#6)	7090 Power Inn Road	10,019	0	0	393
043-0042-021 (#7)	7068 Power Inn Road	8,712	0	0	295
043-0042-028 (#8)	8060 Lorin Avenue	9,359	0	0	627
043-0070-011 (#9)	7045 Power Inn Road	15,361	0	38	677
043-0070-012 (#10)	Power Inn Road	14,925	0	73	586
043-0070-013 (#11)	7031 Power Inn Road	14,925	0	109	444
043-0070-016 (#12)	7021 Power Inn Road	14,773	0	143	275
043-0070-026 (#13)	7017 Power Inn Road	121,532	0	88	458
<b>APN/Corresponding</b>	<b>Address</b>	<b>Total Parcel</b>	<b>Public Roadway</b>	<b>Public Utilities</b>	<b>Temporary Construction</b>



No. on Plate IS-3		Size (square feet)	Public Utility Easement (PRPUE) (square feet)	Public Facilities Easement (PUPFE) (square feet)	Easement (TCE) (square feet)
043-0070-001 (#14)	7013 Power Inn Road	19,062	0	8	463
043-0022-025 (#15)	6935 Power Inn Road	125,888	0	533	578
043-0022-024 (#16)	6929 Power Inn Road	85,813	0	1492	1044
043-0022-034 (#17)	Power Inn Road	8,350	0	27	63
043-0260-036 (#18)	6920 Power Inn Road	450,846	0	56	157
043-0022-059 (#19)	6833 Power Inn Road	75,794	0	1377	876
043-0022-058 (#20)	8110 Junipero Street	75,359	0	1582	877
040-0121-037 (#21)	Junipero Street	8,088	320	383	79
040-0155-001 (#22)	6920 Power Inn Road	96,703	860	516	535
040-0121-033 (#23)	6781 Power Inn Road	166,399	636	2528	1796

**Note:** Shaded rows indicates parcel is located in the City of Sacramento.

# Plate IS-3: Project Right-of-Way Acquisition Maps



## EXHIBIT B2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP POWER INN ROAD IMPROVEMENTS LOUCRETA DRIVE TO SAND AVENUE

DATE: SEPTEMBER 2017	HORIZONTAL SCALE: 1"=40'	VERTICAL SCALE: NONE	DRAWN BY: J. GALLAGHER	ENGINEER: J. GALLAGHER	CHECKED BY: J. GALLAGHER	DWG: 1 OF 3
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Plate IS-3: Project Right-of-Way Acquisition Maps

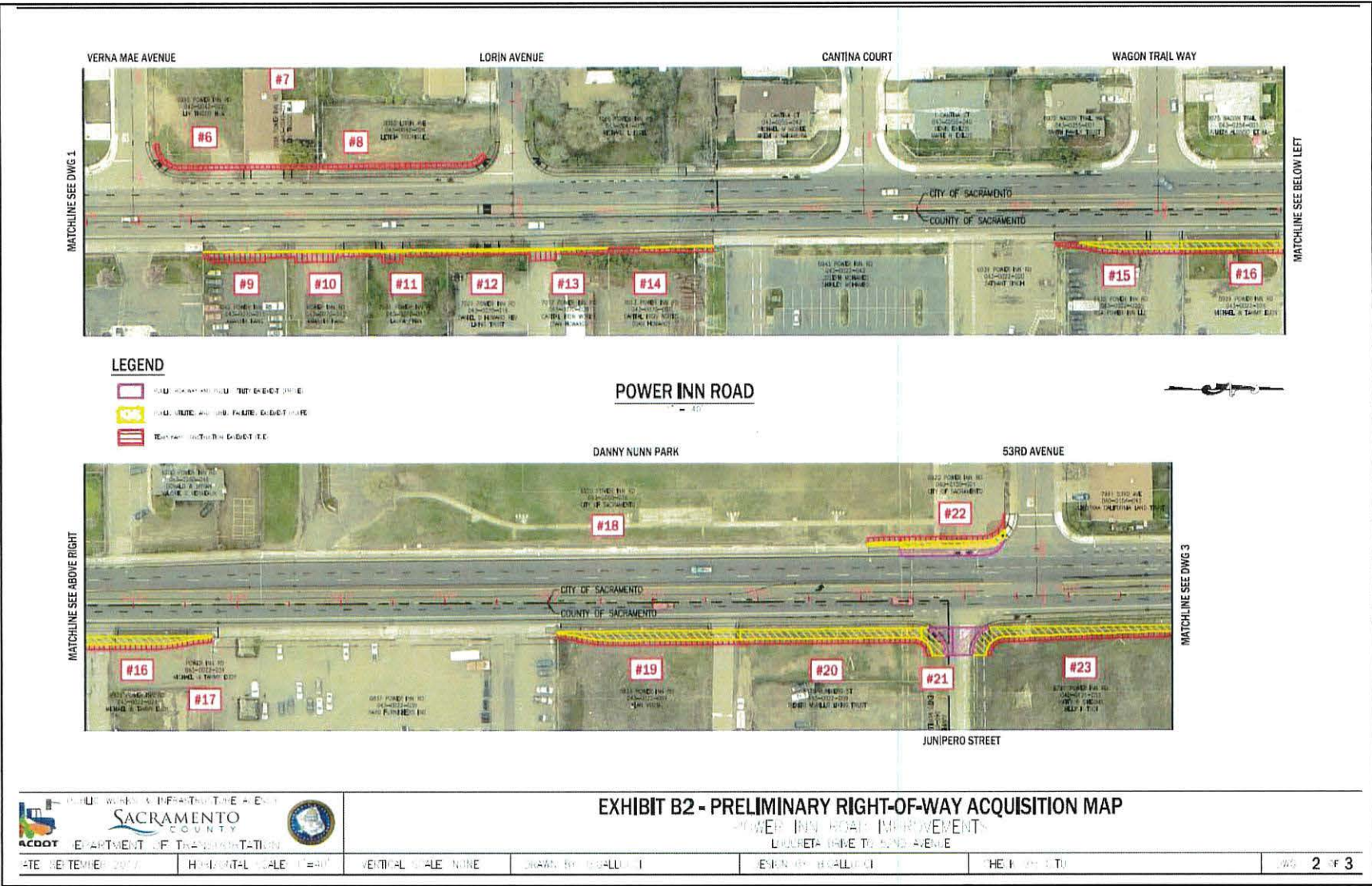
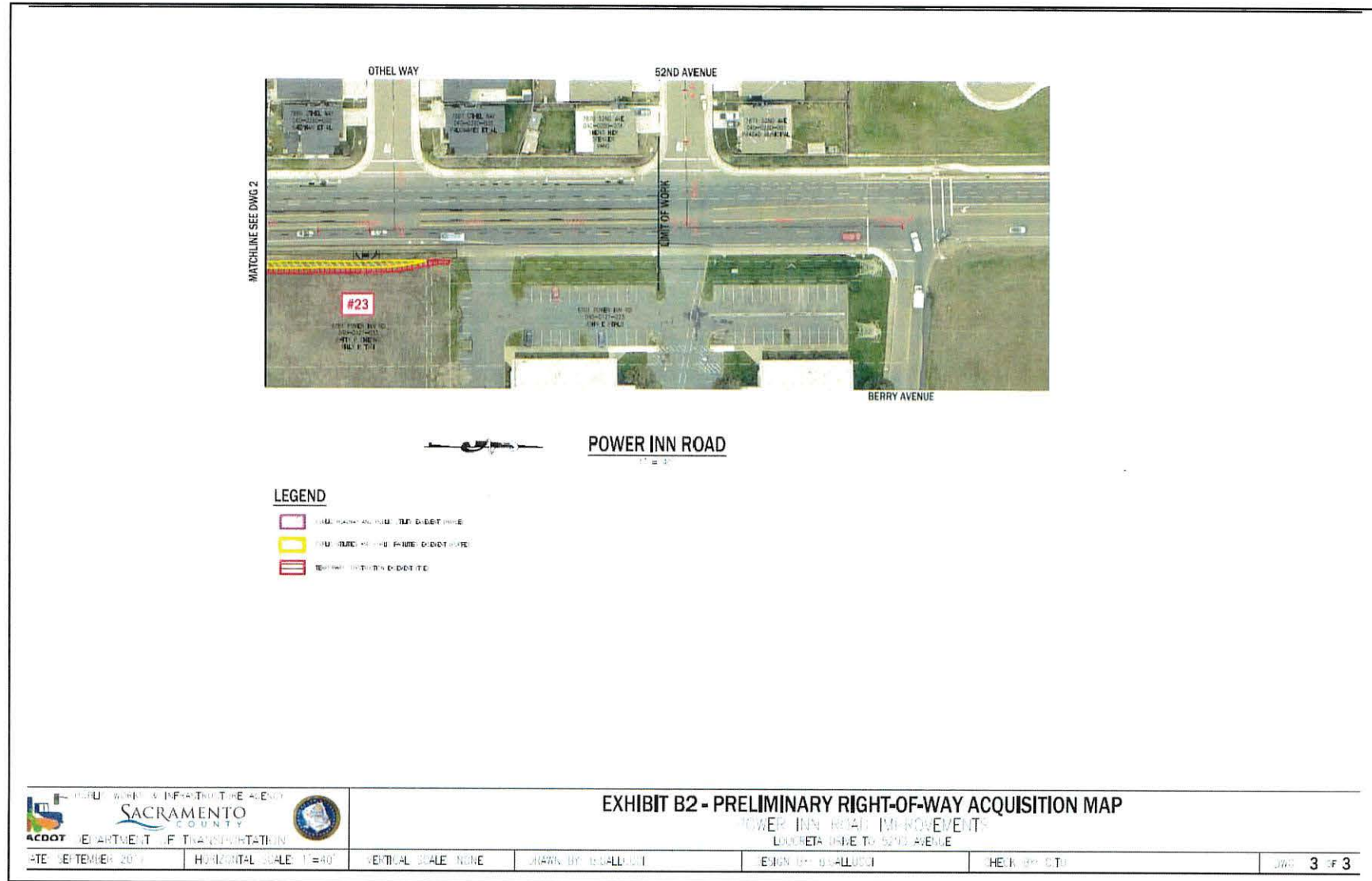




Plate IS-3: Project Right-of-Way Acquisition Maps



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

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

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

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

Although a number of the properties along the roadway are likely to be affected by the loss of frontage area, appropriate compensation will be offered through the right-of-way acquisition process and will not result in significant physical disruption or division of an established community, or displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. ROW acquisition land use impacts of approximately 23,344 square feet for project construction is considered ***less than significant***.

## **PUBLIC SERVICES**

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

The project site is located within the service area of unincorporated Sacramento County where waste supply, waste water, stormwater and solid waste collection services are provided to the South Sacramento community. The project is not expected to increase the demands on public services, as it is simply a public infrastructure project to improve traffic flow and pedestrian

access along an existing roadway. No significant impacts to public services are expected as a result of project approval.

### **UTILITIES**

The existing utilities consist of overhead lines and associated poles that are located along the west side of Power Inn Road and Sacramento Municipal Utility District (SMUD) transmission towers located along the east side of Power Inn Road. The project will result in the relocation or adjustment of grade for four public utility poles, two sewer cleanouts, a telephone manpole, a gas valve, and five fire hydrants to accommodate the installation of sidewalks, provide for ADA clearance, and other associated improvements. The affected utilities are within the existing right-of-way and will be relocated to a different location within the public right-of-way, or adjustment to grade. See Table IS-2, below, for additional information.

**Table IS-2: Utility Relocation List**

Utility Type	Location on Power Inn Road	Relocate to
Phone Pole	30 feet north of Betty Lou Drive	Behind Back of Walk
Phone Pole	30-feet north of Verna Mae Avenue	Behind Back of Walk
Join Pole	200-feet north of Verna Mae Avenue	Behind Back of Walk
Two Sewer Cleanouts	220-feet north of Blackhawk Drive	Behind Sidewalk
Telephone Manhole	600-feet north of Blackhawk Drive	Adjust to Grade
Join Pole	100-feet south of 53 <sup>rd</sup> Avenue	Behind Back of Walk
Fire Hydrant	Across from Betty Lou Drive	4 feet Behind Back of Walk
Fire Hydrant	50-feet north of Verna Mae Avenue	4 feet Behind Back of Walk
Fire Hydrant	Across from Lorin Avenue	4 feet Behind Back of Walk
Fire Hydrant	Across from Wagon Trail Way	4 feet Behind Back of Walk
Gas Valve	Across from Wagon Trail Way	Adjust to Grade
Fire Hydrant	400-feet south of 53 <sup>rd</sup> Avenue	4 feet Behind Back of Walk



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

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

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

## **TRANSPORTATION/TRAFFIC**

This section supplements the Initial Study Checklist by analyzing if the project would cause a substantial increase in traffic or exceed a level of service standard, substantially increase hazards due to design features (e.g. sharp curves), result in inadequate emergency access, or conflict with an adopted transit plan.

Within the project area, Power Inn Road is designated as a 4 lane arterial (Pre-2030) between Florin Road and the City of Sacramento Limits (near Cantina Court) on the County 2030 General Plan Transportation Diagram. Power Inn Road between the City of Sacramento Limits (near Cantina Court) and 52<sup>nd</sup> Avenue is designed as a thoroughfare (Pre-2030). Overall, the Sacramento County General Plan identifies Power Inn Road between Florin Road and Elder Creek Road to be 4 to 6 lanes to meet current and projected demand along the corridor.

Currently within the project area, Power Inn Road is a 2 lane roadway heading southbound. Heading northbound, Power Inn Road is a 2 lane roadway at Florin Road but becomes one lane near Lorin Avenue. The northbound roadway stays as one lane through the rest of the project area, becoming two lanes near 52<sup>nd</sup> Avenue. A center turn lane is also along Power Inn Road from 52<sup>nd</sup> Avenue to Cantina Court/Lorin Avenue. The existing three to four lane arterial is within the County ROW and the west side of Power Inn Road between Cantina Court and 52<sup>nd</sup> Avenue is within the City of Sacramento ROW.

The project will restripe the roadway along Power Inn Road, between Florin Road and 52<sup>nd</sup> Avenue, and widen the roadway to four lanes by adding a second northbound lane

where it is currently one lane. Sacramento County Department of Transportation (SacDOT) staff provided opening year and Metropolitan Transportation Plan (MTP) Horizon Year/Design Year average annual daily trip generation numbers for the project length. The roadway segment would continue to operate at Level of Service (LOS) F under build and no build conditions for opening year and MTP Horizon Year/Design Year. SacDOT expects no redistribution of traffic because the existing roadway segment is near capacity. The purpose of the road widening and project improvements is to enhance capacity of the roadway, reduce existing and future traffic congestion, improve travel time for commuters, provide for more efficient commercial operations and good movement, facilitate access to transit, eliminate gaps in the bicycle/pedestrian network, and increase safety for all modes of travel. The widening of the roadway to add the fourth lane along the project segment will not impact public safety on area roadways and the project will improve overall accessibility and public safety along Power Inn Road. Project impacts to transportation and access are considered ***less than significant***.

## **AIR QUALITY**

Construction of roadway facilities results in the temporary generation of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions. Construction related emissions result from construction equipment exhaust, and fugitive dust from land clearing, earthmoving and wind erosion of exposed soil.

### **OZONE PRECURSORS FROM CONSTRUCTION ACTIVITIES**

Emissions of ROG, and NO<sub>x</sub> associated with the construction of the project were estimated by running the *Road Construction Emissions Model* (Sacramento Metropolitan Air Quality Management District, 2009) with project specific information. This model analyzes emissions associated with construction of roadway improvement projects.

As shown in Table IS-3, the maximum emissions of ROG and NO<sub>x</sub> during project construction are 7.13 and 77.09 pounds per day, respectively. SMAQMD has a significance threshold for the construction phase of projects of 85 pounds per day for NO<sub>x</sub> and no threshold level for ROG. The project will not exceed the short term emissions thresholds and therefore, project impacts are considered ***less than significant***.

**Table IS-3: Emission Estimates for the Power Inn Road Improvements Project**

Emission Estimates for	Power Inn Road Improvements Project			Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust	
	ROG	CO	NOx							
Project Phases	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day
Grubbing/Land Clearing	1.31	10.77	14.51	5.64	0.64	5.00	1.61	0.57	1.04	2,501.75
Grading/Excavation	7.13	55.93	77.09	8.79	3.79	5.00	4.46	3.42	1.04	10,323.08
Drainage/Utilities/ Sub-Grade	4.22	34.50	40.92	7.24	2.24	5.00	3.11	2.07	1.04	6,088.29
Paving	1.89	18.37	18.57	1.16	1.16	0.00	1.02	1.02	0.00	3,685.60
Maximum (pounds/day)	7.13	55.93	77.09	8.79	3.79	5.00	4.46	3.42	1.04	10,323.08
Total  (tons/construction project)	0.33	2.68	3.46	0.48	0.18	0.30	0.22	0.16	0.06	494.42
Project Notes:										
Project Start Year	2019									
Project Length  (months)	7									
Total Project Area  (acres)	8									
Maximum Area  Disturbed/Day (acres)	1									
Total Soil Imported  /Exported (yd³/day)	30									
PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.										
Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.										

**FUGITIVE DUST FROM CONSTRUCTION ACTIVITIES**

Project related construction could result in activities that would generate dust. Grading, leveling, earthmoving and excavation are the activities that generate the most fugitive dust, a particulate emission. Impacts would be localized and variable, and construction impacts could last for a period of several days at any one location. In particular, the potential for dust nuisance would

exist during early stages of construction when disturbance of soil is greatest. For particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), dispersion modeling conducted for projects of various sizes has resulted in the conclusion that projects involving more than 15 acres of active grading *at any one time* will result in significant impacts, even with standard dust abatement measures.

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

## **CONFORMITY**

To demonstrate conformity, a project must be included in the most recent air quality plans for the region. Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including the localized impact analysis for carbon monoxide (CO) and particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). Clean Air Act and 40 CFR 93.116 requirements for PM10 are met without an explicit hot-spot analysis. Project related operational impacts are ***less than significant***.

## **NOISE**

This section supplements the Initial Study Checklist by analyzing if the proposed project would result in exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies and results in a substantial temporary increase in ambient noise levels in the project vicinity.

Noise is defined as unwanted sound. Sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are measured and expressed in decibels (dB) and 0 dB corresponding roughly to the threshold of hearing. To protect citizens and visitors of the County from unhealthy or inappropriate noise levels, the General Plan contains a Noise Element with policies designed to control or abate noise. The goals of the Sacramento County General Plan Noise Element are to: (1) protect the citizens of Sacramento County from exposure to excess noise and (2) protect the economic base of Sacramento County by preventing incompatible land uses from encroaching upon existing planned noise-producing uses. The General Plan defines a noise sensitive outdoor area as the primary activity area associated with any given land use at which noise sensitivity exists. Noise sensitivity generally occurs in locations where there is an expectation of relative quiet, or where noise could interfere with the activity which takes place in the outdoor area. An example is a backyard, where loud noise could interfere with the ability to engage in normal conversation.

The Noise Element of the Sacramento County General Plan establishes noise exposure criteria to aid in determining land use compatibility by defining the limits of noise exposure for sensitive land uses. There are policies for noise receptors or sources, transportation or non-transportation noise, and interior and exterior noise. Policy No-9, for Transportation projects, is applicable to the project and reads as follows:

NO-9. For capacity enhancing roadway or rail projects, or the construction of new roadways or railways, a noise analysis shall be prepared in accordance with the Table 3 requirements. If projected post-project traffic noise levels at existing uses exceed the noise standards of Noise Element Table 1 (also Table IS-4, below), then feasible methods of reducing noise to levels consistent with the Table 1 standards shall be analyzed as part of the noise analysis. In the case of existing residential uses, sensitive outdoor areas shall be mitigated to 65 dB, when possible, through the application of feasible methods to reduce noise.



If pre-project traffic noise levels for existing uses already exceed the noise standards of Table 1 and the increase is significant as defined below, feasible methods of reducing noise to levels consistent with the Table 1 standards should be applied. In no case shall the long-term noise exposure for non-industrial uses be greater than 75 dB; long-term noise exposure above this level has the potential to result in hearing loss.

A significant increase is defined as follows:

<u>Pre-Project Noise Environment (Ldn)</u>	<u>Significant Increase</u>
Less than 60 dB	5+ dB
60 – 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

**Table IS-4: Noise Element Table 1**  
**Noise Standards for New Uses Affected by Traffic and Railroad Noise**

<b>New Land Use</b>	<b>Sensitive Outdoor Area – L<sub>dn</sub></b>	<b>Sensitive Interior Area – L<sub>dn</sub></b>
All Residential <sup>5</sup>	65	45
Transient lodging <sup>3,5</sup>	65	45
Hospitals and nursing homes <sup>3,4,5</sup>	65	45
Theaters and auditoriums <sup>3</sup>	None	35
Churches, meeting halls, schools, libraries, etc. <sup>3</sup>	65	40
Office buildings <sup>3</sup>	65	45
Commercial buildings <sup>3</sup>	None	50
Playgrounds, parks, etc	70	None
Industry <sup>3</sup>	65	50

1. Sensitive areas are defined in acoustical terminology section.

2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.

3. Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.

4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation either by hospital staff or patients.

5. If this use is affected by railroad noise, a maximum (L<sub>max</sub>) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.

The project length is located along Power Inn Road where high noise levels that exceed County standards are an existing condition. Numerous residential homes front the project length with sensitive outdoor areas also along the project segment. A Noise Study Report (NSR) was prepared by AECOM for the project, with a total of 46 receptor locations along the project length evaluated for existing noise level conditions and plus project noise level conditions.. The NSR was prepared for compliance with NEPA and CEQA guidelines, and its analysis was the basis for this section's discussion. The report can be reviewed at the Office of Planning and Environmental Review (PER), 827 7<sup>th</sup> Street, Room 225, Sacramento, CA 95814. Existing traffic noise levels along the project segment averaged 57.53 decibels for residential uses, 59.35 decibels for Danny Nunn Park, 61.8 decibels for office uses, 61.91 decibels for retail/commercial uses, and 64.3 decibels for industrial/vacant uses. Construction year 2020 with project noise levels along the project segment averaged 58.4 decibels for residential uses,

60.7 decibels for Danny Nunn Park, 62.0 decibels for office uses, 62.3 decibels for retail/commercial uses, and 65.0 decibels for industrial/vacant uses.

FHWA/Caltrans Noise Abatement protocols apply to federally funded projects. The project is receiving federal funds; therefore the project may be subject to compliance with FHWA/Caltrans noise standards, which differ from County standards. To comply with these standards an 82 linear foot sound wall could be required along Power Inn Road, near the intersection of Wagon Trail Way. The sound wall would benefit Receivers 26 and 27 and achieve a noise level reduction of 7dBA at 14 feet in height. Two black pine trees will be impacted due to the construction of the proposed sound wall. Impacts from sound wall construction are considered **less than significant**. It should be noted that this sound wall is not considered a CEQA mitigation measure. Impacts are less than significant pursuant to CEQA with or without the soundwall. This sound wall may be considered infeasible because the 14-foot height may be incompatible with local standards.

Although some residentially zoned locations exceed General Plan Noise Standards under the existing condition and/or existing plus project condition, the project does not result in a significant increase in noise levels on sensitive receptors. See Table IS-4 and Table IS-5 for existing and existing plus project noise levels. Receiver locations 09 and 016 have noise levels that exceed standards for residential outdoor activity areas; however, the parcels are vacant residentially zoned properties. Contingent on the location of any future outdoor activity area, noise levels may or may not exceed standards depending on whether the area is shielded by the home or a masonry wall.

The change in noise levels on sensitive receptors is **less than significant**.

**Table IS-5: Existing and Plus Project Noise Levels for the 46 Receivers Analyzed in the Noise Study Report (NSR)**

<b>Receivers Number/Land Use</b>	<b>Existing Noise Levels (dBA)</b>	<b>Noise Levels with Project (dBA)</b>	<b>Increase/Decrease</b>
R-01/Retail	70.1	70.3	+0.2
R-02/Retail	69.3	69.7	+0.4
R-03/Retail	57.9	58.1	+0.2
R-04/Retail	64.9	65.5	+0.6
R-05/Residential	49	49.3	+0.3
R-06/Retail	47.6	47.8	+0.2
R-07/Industrial	56.8	56.9	+0.1
R-08/Residential	56.6	57.3	+0.7
R-09/Vacant	66.3	67.9	+1.6
R-10/Residential	57.8	58.9	+1.1
R-11/Residential	41.1	41.4	+0.3
R-12/Warehouse	71	71.2	+0.2
R-13/Residential	50.3	51.3	+1.0
R-14/Residential	48.3	49	+0.7
R-15/Residential	68.4	69.7	+1.3
R-16/Vacant	64.8	66.6	+1.8
R-17/Residential	56.3	57.4	+1.1
R-18/Residential	61.3	62.8	+1.5
R-19/Residential	56.1	55.6	-0.5
R-20/Vacant	66.9	68.1	+1.2
R-21/Industrial	62.1	63.5	+1.4
R-23/Residential	51.4	53.1	+1.7
<b>Receivers Number/Land Use</b>	<b>Existing Noise Levels (dBA)</b>	<b>Noise Levels with Project (dBA)</b>	<b>Increase/Decrease</b>
R-25/Industrial	64.7	66.1	+1.4
R-26/Residential	50.6	51.6	+1.0

R-27/Residential	66.4	67.7	+1.3
R-28/Industrial	62	63.1	+1.1
R-29/Residential	66.5	67.8	+1.3
R-30/Residential	58.3	59.4	+1.1
R-31/Vacant	68.8	68.8	+0
R-32/Residential	56	56.8	+0.8
R-33/Industrial	65.1	66	+0.9
R-35/Danny Nunn Park	66.2	67.7	+1.5
R-36/Industrial	58.1	58.6	+0.5
R-37/Residential	52.3	52.8	+0.5
R-38/Residential	64.3	64.9	+0.6
R-39/Vacant	67.7	68.1	+0.4
R-40/Vacant	57.4	58.3	+0.9
R-41/Residential	61.3	62	+0.7
R-42/Vacant	68.6	68.8	+0.2
R-43/Residential	61.1	61.6	+0.5
R-44/Residential	53.4	53.7	+0.3
R-45/Offices	67.2	67.4	+0.2
R-46/Offices	56.4	56.6	+0.2

## HYDROLOGY AND WATER QUALITY

This section supplements the Initial Study Checklist by analyzing if the project would alter the existing drainage patterns in such a way that it causes flooding; contribute runoff that would exceed the capacity of existing or planned stormwater infrastructure; place housing within the 100-year floodplain; place structures in a 100-year floodplain that would cause substantial impacts as a result of impeding or redirecting flood flows; develop in an area that is subject to 200 year urban levels of flood protection, or expose people or structures to substantial loss of life, health, or property as a result of flooding.

The project limits are located within the Federal Emergency Management Agency (FEMA) Flood Zone X, as determined by the 1998 FEMA Flood Insurance Rate Map (FIRM). Flood Zone X is defined as an "area determined to be outside the 500 year floodplain", which indicates there is a



less than 0.2 percent chance of a flood event occurring on the site for any given year. The project will maintain existing drainage patterns and drainage facilities will be installed to connect to existing drainage facilities located along Power Inn Road. Impacts related to hydrology and flooding are considered ***less than significant***.

## ***WATER QUALITY***

### **CONSTRUCTION WATER QUALITY: EROSION AND GRADING**

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

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the Regional Water Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. In addition, to complying with the County's ordinances and requirements, construction sites disturbing one or more acres are required to comply with the State's General Stormwater Permit for Construction Activities (CGP). CGP coverage is issued by the State Water Resources Control Board (State Board) [http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml) and enforced by the Regional Water Board. Coverage is obtained by submitting a Notice of Intent (NOI) to the State Board prior to construction and verified by receiving a WDID#. The CGP requires preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) that must be kept on site at all times for review by the State inspector.

The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP. Erosion controls should always be the *first line of defense*, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, 3-step hydroseeding, spray-on soil stabilizers and anchored blankets. Sediment controls are the *second line of defense*; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

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

The proposed BMPs of the project should be appropriate for the unique site conditions, including topography, soil type and anticipated volumes of water entering and leaving the site during the construction phase. Project compliance with requirements outlined above, as administered by the County and the Regional Water Board will ensure that project-related erosion and pollution impacts are ***less than significant***.

#### **OPERATION: STORMWATER RUNOFF**

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

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment projects. Source control BMPs are intended to keep pollutants from contacting site runoff. Examples include "No Dumping-Drains to Creek/River" stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants, so that rainfall does not contact the pollutants. Treatment control measures are intended to remove pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption.

Project compliance with requirements outlined above will ensure that project related stormwater pollution impacts are ***less than significant***.

#### **BIOLOGICAL RESOURCES**

This section supplements the Initial Study Checklist by analyzing if the project would have a substantial effect on a special status species, sensitive habitat, or protected wetland; if it would interfere substantially with the movement of wildlife; or if it would conflict with applicable ordinances, policies, or conservation plans.

A search of the California Natural Diversity Database (CNDDDB) and United States Fish and Wildlife Service (USFWS) species lists were used to determine the potential habitats and species which could be impacted by the project. Review of the CNDDDB and the USFWS species lists indicates that some sensitive habitats, plants, and animals occur within the Florin and Sacramento East 7.5 minute United States Geologic Survey (USGS) quadrangles. However, none of those species identified by the USFWS and CNDDDB as species of concern, rare, threatened, or endangered are known to occur within the project limits. The closest occurrence of a listed species is approximately ¼ mile from the project limits. There are no wetlands located within or adjacent to the project area. Additionally, no trees or shrubs will be removed due to the proposed project. Impacts to biological resources are considered ***less than significant***.

## **CULTURAL RESOURCES**

This section supplements the Initial Study Checklist by analyzing if the project would cause a substantial adverse change in significance of a historical resource or archeological resource, directly or indirectly destroy a unique paleontological or site or unique feature, or disturb any human remains.

The California Environmental Quality Act (CEQA) defines cultural resources as historical and unique archaeological resources that meet significance criteria of the California Register of Historical Resources. The eligibility criteria of the California Register include the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- 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
- Has yielded, or may be likely to yield, information important in prehistory or history. (Public Resources Code SS5024.1, Title 14 CCR, Section 4852).

Under CEQA, lead agencies must consider the effects of their projects on cultural resources. The project has been designed to retain all of the structures along Power Inn Road and the improvements are intended to enhance traffic flows and pedestrian access in the area. A Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) was prepared for the project by Cardno. The reports concluded no identification of any prehistoric or historic-era cultural sites, features, or artifacts within or immediately adjacent to the Area of Potential Effect (APE).

Project notification according to Assembly Bill (AB) 52 was sent to Native American tribes who requested notification on January 24, 2018. No requests for consultation under AB 52 were received. Project notification under Section 106 of the National Historic Preservation Act was sent to Native American Tribes listed by the Native American Heritage Commission on May 8, 2018. Although the project studies concluded no identification of cultural resources within or adjacent to the APE, the Native American Heritage Commission (NAHC) identified positive findings within the Sacramento East 7.5 minute USGS quadrangle through a record search of the Sacred Lands File (SLF). The letter from the NAHC dated April 27, 2018, stated to contact the United Auburn Indian Community of the Auburn Rancheria (UAIC) for more information. Correspondence dated May 22, 2018 was received from UAIC, requesting consultation on this project. County Planning and Environmental Review (PER) staff consulted with the tribe, providing project information and the HPSR/ASR to UAIC representatives on September 25, 2018. UAIC representatives responded on September 26, 2018, requesting to close consultation on the project with mitigation incorporated into the CEQA document for tribal cultural awareness training and inadvertent discovery of tribal cultural resources.

Additionally, correspondence dated June 16, 2018 was received from Shingle Springs Rancheria requesting continued consultation through updates, as the project progresses. PER staff sent project information to Shingle Springs Rancheria on November 11, 2018. To date, no other information or correspondence has been received from Shingle Springs Rancheria.

There is the possibility of uncovering subsurface archaeological materials, especially during the construction of the project associated with undergrounding of utilities. If such subsurface resources are encountered, work should halt in the vicinity of the discovery until its significance can be evaluated by a professional archeologist. Through tribal consultation, mitigation is recommended to reduce impacts to undiscovered cultural resources to ***less than significant***.

## **HAZARDS AND HAZARDOUS MATERIALS**

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

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



oversees remediation of certain contaminated sites resulting from leaking underground storage tanks.

The GeoTracker program, which is a resource for identifying environmental data (including the location of leaking storage tanks, cleanup sites, disposal sites, monitoring wells, sites with hazardous waste permits and the status of such sites) for regulated facilities, is maintained by the State Water Resources Control Board. The program indicated that there are three hazardous waste clean-up sites for leaking underground storage tanks (LUST) identified adjacent to the proposed project limits. Two of the hazardous waste sites are associated with gas station uses located at the northwest and northeast corners of the intersection of Power Inn and Florin Roads. The gas station located at the northwest corner also has a permitted underground storage tank (UST) issued by EMD. The third hazardous waste clean-up site is associated with the Sacramento Crane Co. located at the east side of Power Inn Road, between Verna Mae Way and Lorin Avenue. All three LUST clean-up site cases are closed. Right-of-way or temporary construction easements will not be required for the subject properties discussed above related to the proposed project's street improvements.

#### **LEAD IN ROADSIDE SOILS**

The project involves the ROW acquisition of several properties within the plan area. The Land Use section of this document details which parcels will be subject to acquisitions as well as the extent of said acquisitions. Generally speaking, ROW will be acquired along various portions of both sides of Power Inn Road to a width from approximately 1 to 40 feet. It is anticipated that some amount of soil will be removed from the site during project construction.

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

A Phase I Initial Site Assessment (ISA) was prepared by AECOM for the project. The report can be reviewed at the Office of Planning and Environmental Review (PER), 827 7<sup>th</sup> Street, Room 225, Sacramento, CA 95814.

The findings of the ISA have revealed no evidence of recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) in connection with the project site. Eight soil samples taken along the project length were analyzed for lead testing. Three out of the eight soil samples were taken from the frontage along the west side of Power Inn Road adjacent to residential properties and Danny Nunn Park. Five out of the eight soil samples were taken from the frontage along the east side of Power Inn Road adjacent to industrial or vacant properties. Lead analytical results for samples S-07, S-07-DS (Duplicate), and S-08 exceeded CHHSLs for lead in a residential scenario of 80 milligrams per kilograms (mg/kg), however did

not exceed the commercial/industrial scenario screening level of 320 mg/kg. Additionally, the ProUCL 95%-UCL for lead for all Project Site samples is 140 mg/kg, which is below the DTSC SL and the criteria used for defining hazardous waste in California (DTSC 2016). However, the samples are above 50 mg/kg, and therefore may constitute a hazard to the safety of construction workers pursuant to Title 8, Section 1532.1 CCR. Additional testing may demonstrate that the soils do not pose any risk.

In absence of additional data, it is presumed that soils in the vicinity of soil samples SP-07 and SP-08 have elevated concentrations of lead beyond Title 8, Section 1532.1 CCR, and should be handled as such. Mitigation has been included to specify that soils should either be handled to protect worker safety from elevated levels of lead, or prior to construction, additional samples should be taken in order to demonstrate that the soils pose no risk to worker safety. With mitigation, impacts are *less than significant*.

## **ENVIRONMENTAL MITIGATION MEASURES**

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### **MITIGATION MEASURE A: TRIBAL CULTURAL RESOURCE AWARENESS TRAINING**

A consultant and construction worker tribal cultural resources awareness brochure and training program for all personnel involved in project implementation will be developed in coordination with interested Native American tribes. The brochure will be distributed and the training will be conducted in coordination with qualified cultural resource specialists and Native American Representatives and Monitors from culturally affiliated Native American tribes before any stages of project implementation and construction activities begin on the project site. The program will include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archeological resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native Americans and behaviors, consistent with Native American Tribal values.

### **MITIGATION MEASURE B: INADVERTENT DISCOVERY OF CULTURAL RESOURCES**

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

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

2. Work shall not continue within the 100-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.
  - a) If a potentially-eligible resource is encountered, then the archeologist, and the project proponent shall coordinate with the Sacramento County Office of Planning and Environmental Review (PER), and arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to PER as verification that the provisions of CEQA for managing unanticipated discoveries have been met.
  - b) Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work must stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

#### **MITIGATION MEASURE C: LEAD CONTAMINATED SOILS**

Prior to construction, either:

- a. Implement a lead compliance plan and lead awareness training pursuant to Title 8 of the California Code of Regulations (Section 1532.1).

Or

- b. Provide lead (ADL) lab results for Total Threshold Limit Concentration (TTLC) by the Waste Extraction Test (WET) indicating that measure C.a. is not required because levels are less than 5 mg/l.  
(Note: samples below 50 mg/kg will not test above 5 mg/l WET. All previous samples except 07 and 08 tested below 50 mg/kg).

#### **MITIGATION MEASURE COMPLIANCE**

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

## **INITIAL STUDY CHECKLIST**

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

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



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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production.
<b>4. AESTHETICS</b> - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. Substantially degrade the existing visual character or quality of the site and its surroundings?				X	Construction will not substantially degrade the visual character or quality of the project site.
c. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?				X	The project will not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.
<b>5. AIRPORTS</b> - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>6. PUBLIC SERVICES - Would the project:</b>					
a. Have an adequate water supply for full buildout of the project?				X	The project will not result in increased demand for water supply.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The project will not require wastewater services.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X	The project will not require solid waste services.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?				X	The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?				X	Project construction would not require the addition of new stormwater drainage facilities.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		The project may cause a temporary disruption of public services due to the relocation of utility poles or pipes. The impact is considered less than significant.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?				X	The project would not increase demand for emergency services.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
<b>7. TRANSPORTATION/TRAFFIC - Would the project:</b>					

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
a. Result in a substantial increase in vehicle trips that would exceed, either individually or cumulatively, a level of service standard established by the County?			X		The project will not increase vehicle trips. The roadway segment would continue to operate at Level of Service (LOS) F under build and no build conditions for opening year and MTP Horizon Year/Design Year. No redistribution of traffic is expected because the existing roadway segment is near capacity. Refer to the Transportation/Traffic discussion in the Environmental Effects section above.
b. Result in a substantial adverse impact to access and/or circulation?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X	The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.
<b>8. AIR QUALITY - Would the project:</b>					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Refer to the Air Quality discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site, with the exception of residential homes. See Response 8a.
c. Create objectionable odors affecting a substantial number of people?				X	The project will not generate objectionable odors.
<b>9. NOISE - Would the project:</b>					
a. Result in exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is in the vicinity of a busy street (Power Inn Road) that generates noise in excess of applicable standards, but the project will not result in a significant increase of noise levels along the project segment. Refer to the Noise discussion in the Environmental Effects section above.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).
<b>10. HYDROLOGY AND WATER QUALITY - Would the project:</b>					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?				X	The project will not substantially increase water demand over the existing use.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		The project does not involve any modifications that would substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Refer to the Hydrology and Water Quality discussion in the Environmental Effects section.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?				X	The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X	The project site is not within a 100-year floodplain.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		The project does not propose any physical changes that would affect runoff from the site. Refer to the Hydrology and Water Quality discussion in the Environmental Effects section above.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.
<b>11. GEOLOGY AND SOILS - Would the project:</b>					
a. Expose people or structures to substantial risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				X	Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.



	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?				X	The project is not located on an unstable geologic or soil unit.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X	The project does not require the use of a public sewer or septic system.
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site.
f. Directly or indirectly destroy a unique paleontological resource or site?				X	No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
<b>12. BIOLOGICAL RESOURCES - Would the project:</b>					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?				X	No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations. Refer to the Biological Resources discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?				X	No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site. Refer to the Biological Resources discussion in the Environmental Effects section above.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?				X	No protected surface waters are located on or adjacent to the project site. Refer to the Biological Resources discussion in the Environmental Effects section above.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?				X	The project site is already developed. Project implementation would not affect native resident or migratory species. Refer to the Initial Study, Biological Resources Section.
e. Adversely affect or result in the removal of native or landmark trees?				X	No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project. Refer to the Biological Resources discussion in the Environmental Effects section above.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). The land cover type within the project limits is designated as high density development. Thus, the mitigation fees and avoidance and minimization measures outlined in the SSHCP are not applicable to the project.
<b>13. CULTURAL RESOURCES - Would the project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource?				X	No historical resources would be affected by the proposed project.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Have a substantial adverse effect on an archaeological resource?		X			No known archaeological resources occur on-site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should resources be uncovered during project implementation.
c. Disturb any human remains, including those interred outside of formal cemeteries?		X			No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?		X			Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was not received. Requests for consultation were received through Section 106 consultation. Mitigation is recommended for cultural awareness training and inadvertent discovery of resources. Refer to the Cultural Resources discussion in the Environmental Effects section.
<b>14. HAZARDS AND HAZARDOUS MATERIALS</b> - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X			A Phase I Initial Site Assessment (ISA) was prepared by AECOM. Mitigation is recommended for either a lead compliance plan or further soils testing to ensure construction workers are not exposed to unsafe levels of lead. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?		X			Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?		X			Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?		X			Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?				X	The project would not interfere with any known emergency response or evacuation plan.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?				X	The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.
<b>15. GREENHOUSE GAS EMISSIONS – Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The project will not have the potential to interfere with the County meeting the goals of AB 32 (reducing greenhouse gas emissions to 1990 levels by 2020); therefore, the climate change impact of the project is considered less than significant.

## SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Low Density Residential, Commercial/Offices, Intensive Industrial	X		

Community Plan	Residential Density 5, Residential Density 10, Limited Commerical, Light Industrial	X		
Land Use Zone	RD-5, RD-10, M-1, SPA	X		

## **INITIAL STUDY PREPARERS**

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