Todd Smith, Planning Director
Planning and Environmental Review

Troy Givans, Director
Department of Community Development

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**: PLER2023-00143
2. **Title and Short Description of Project**: Bell Street SRTS Project

   Sacramento County Department of Transportation (SacDOT) proposes to improve the pedestrian and bicycle facilities along Bell Street from Edison Avenue to Hurley Way (approximately 2.4 miles) in the Arden Arcade Community. Improvements would include installing sidewalk infill, curb and gutter, school crossings, and bicycle lanes, and upgrading traffic signals at intersections. Additionally, gas, electric, water, sewer, and telecommunication facilities within the project area may require adjustments or relocations to facilitate pedestrian and bicycle improvements.
3. **Assessor's Parcel Number(s)**: N/A – public roadway
4. **Location of Project**: Along Bell Street from Edison Avenue to Hurley Way, east of the City of Sacramento, in unincorporated Sacramento County.
5. **Project Applicant**: County of Sacramento, 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 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

TABLE OF CONTENTS

LIST OF PLATES

LIST OF TABLES

APPENDICES

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

PROJECT TITLE: Bell Street SRTS Project

CONTROL NUMBER: PLER2023-00143

LEAD AGENCY: County of Sacramento
827 7th Street, Room 225
Sacramento, CA 95814

PROJECT SPONSOR: County of Sacramento, Department of Transportation
4111 Branch Center Road
Sacramento, CA 95827

LOCATION: Along Bell Street from Edison Avenue to Hurley Way, east of the City of Sacramento, in unincorporated Sacramento County.

ASSESSOR'S PARCEL NUMBER: N/A – within the public right of way

GENERAL PLAN DESIGNATION: N/A – within the public right of way; however, adjacent General Plan designations include low density and medium density residential and commercial and office.

ZONING: The following zoning designations are adjacent to the project: Commercial and Office, Business Professional, Residential Single Family, Residential Multi-Family, Residential, Recreation

PROJECT DESCRIPTION

Sacramento County Department of Transportation (SacDOT) is proposing to improve the pedestrian and bike facilities along Bell Street in the Arden-Arcade community in unincorporated Sacramento County (**Plate IS-1**). Improvements would include installing sidewalk, curb and gutter, and bike lanes in areas where they are missing as well as improving intersections and crossings (project). The project would be implemented along approximately 2.4 miles on Bell Street from Edison Avenue to Hurley Way (**Plate IS-2**).

Implementation of the project would require areas of paving and pavement rehabilitation, striping updates, signal and push button installation, curb ramp reconstruction, street lighting installation, and utility relocations (Appendix A).

Plate IS-1: Regional Vicinity

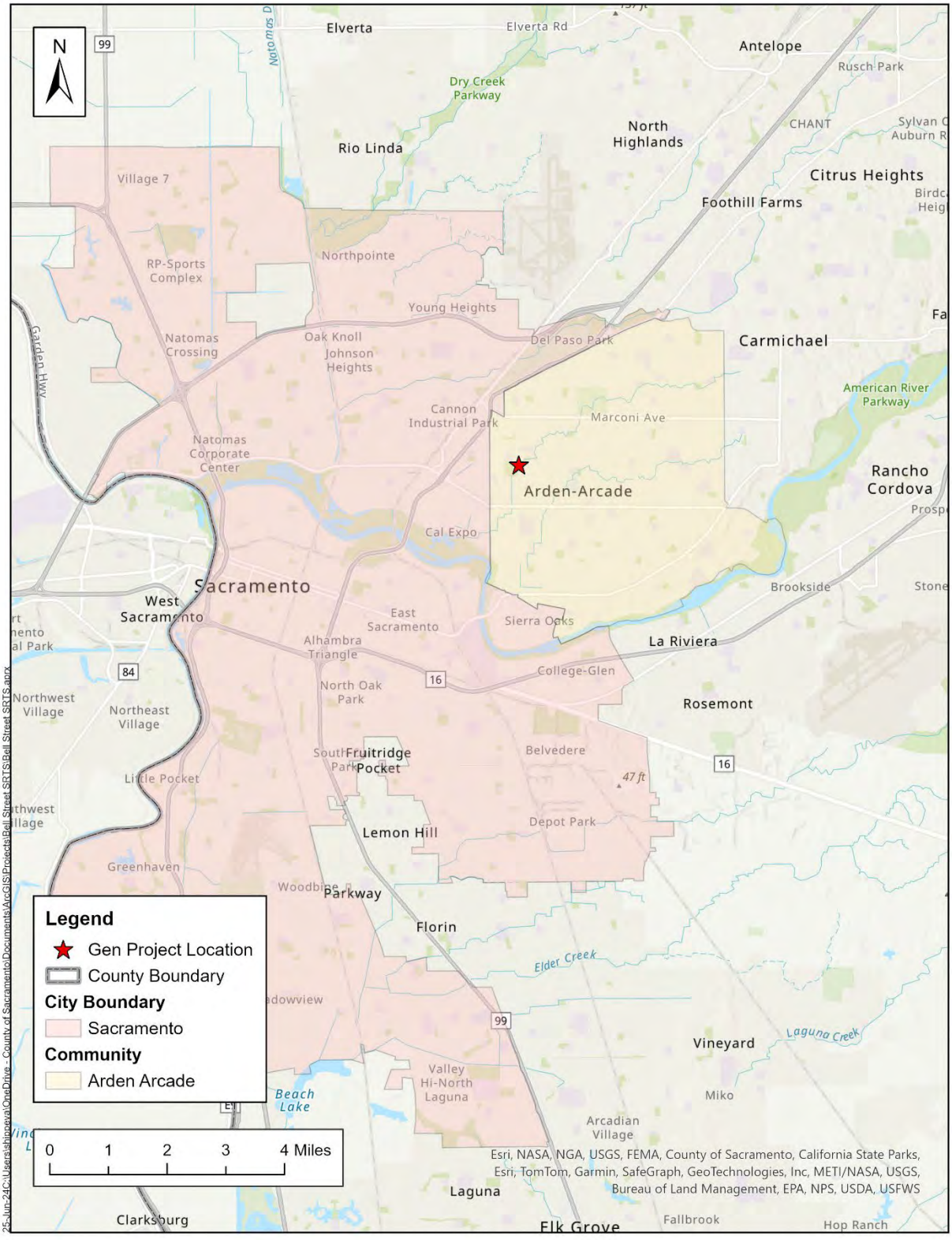
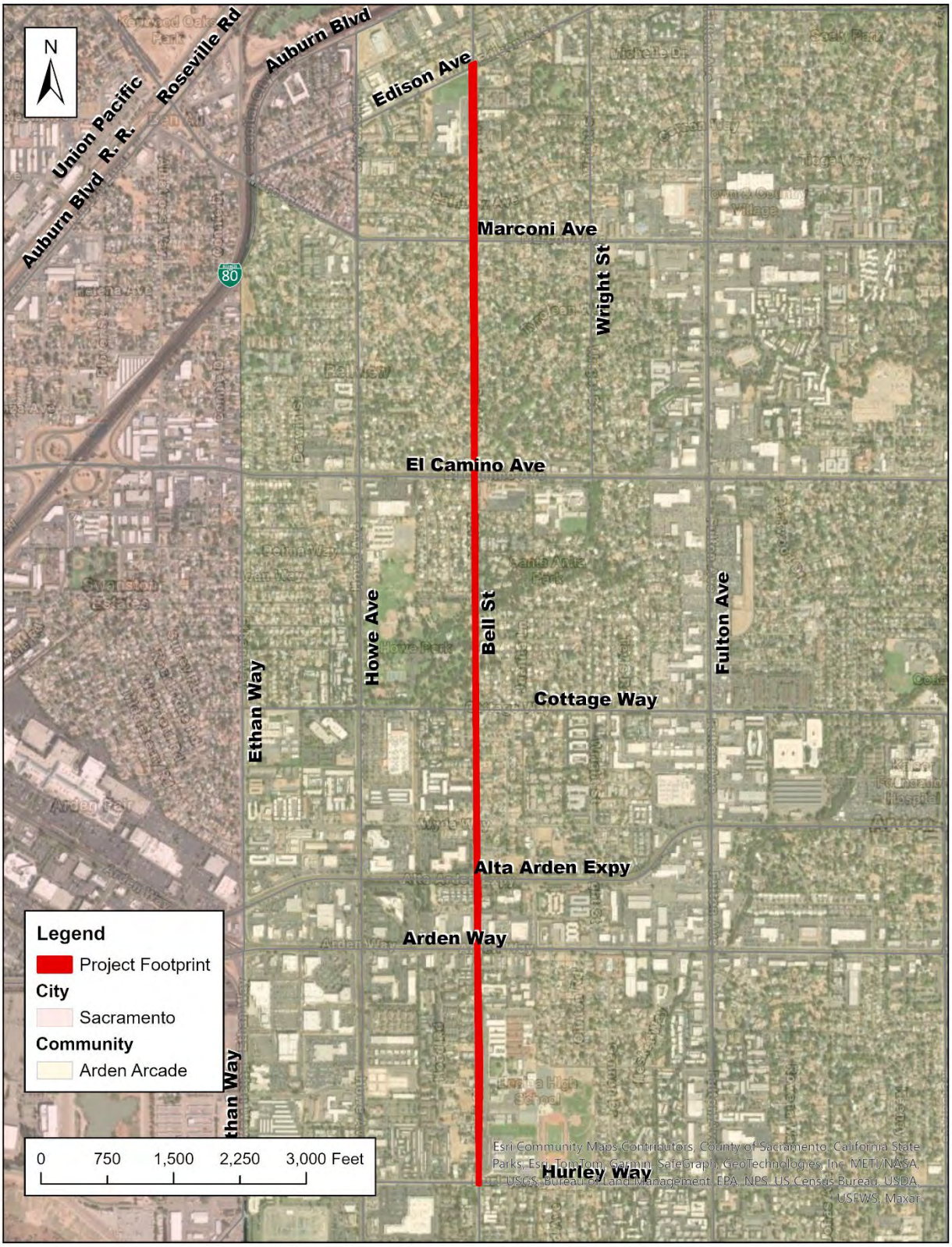


Plate IS-2: Project Location



ROADWAY IMPROVEMENTS

The design of the project accommodates an 11 to 12-foot travel lane in both directions and a five- to six-foot-wide sidewalk on either side of the road. Street lighting, where missing, is also proposed to improve pedestrian facilities. Additional improvements would include complete restriping of Bell Street from Hurley Way to Wyda Way to create bike lanes and areas of on-street parking; complete restriping would include restriping of centerlines, edge lines, bike lane symbols, "stop" and other text markings, bike lane buffers, cross walks and "stop bars," and turn arrows. The existing pavement on Bell Street from Marconi Ave to Edison Ave would be rehabilitated, and this segment completely restriped. Parking lane(s) would be installed from Hurley Way to Wyda Way, parking lane(s) from Marconi Ave to Edison Ave would be maintained.

INTERSECTION IMPROVEMENTS

The traffic signals at several intersections (including Hurley Way, Marconi Avenue, Alta Arden Expressway, and Arden Way) would be upgraded to include countdown signal heads, audible pedestrian push buttons, and bicycle detection and existing signal poles, push buttons, and cabinets may be relocated as necessary to accommodate improvements to the sidewalk/curb ramps for ADA accessible sidewalks. A new crosswalk would be installed at the Arden Way intersection (crossing Arden Way along the west leg).

SCHOOL CROSSINGS

A pedestrian signal and audible pushbutton, approximately 1,500 feet south of Arden Way, would be installed at the existing mid-block crossing. A solar powered and timed yellow flashing beacon with school speed limit sign would be installed on the eastern and western side of Bell Street, south of Arden Way, in advance of the two existing crosswalks. Advanced school crossing warning signs and yield to pedestrian signs would be installed (one on either side of Bell Street) prior to the existing crosswalk for access to Greer Elementary School, at the T-intersection with Hood Road.

UTILITY RELOCATIONS

Gas, electric, water, sewer, and telecommunication facilities are located along the project alignment and may require adjustment or relocation. Utility relocation coordination will be an on-going effort as the project progresses and conflicts are identified and resolved with utility companies. Excavation depths will vary based on the utility facility but are not anticipated to exceed 10 feet below ground surface.

CONSTRUCTION

Construction of the project is anticipated to begin in April of 2026 and take approximately 15 months. Construction activities would be restricted to 7:00am and 7:00pm on weekdays. No construction is expected on weekends. Nighttime construction is not anticipated and would only be performed upon approval from the County.

Construction of the project would involve demolition, clearing, excavation and drilling, grading, trenching, backfill and compaction, paving, concrete work, and striping. The overall construction area for the project would be approximately 17 acres in size. Construction equipment that may be

used to build the project includes but is not limited to excavators, backhoes, drill rigs, graders, asphalt pavers, vibratory rollers and compaction equipment, generators, and pneumatic tools. A variety of trucks including concrete mixers, haul trucks, and water trucks would also be required.

RIGHT OF WAY ACQUISITION

Construction of the project would require permanent right of way acquisition for public roadway public utility easements (PRPUE) and public utilities public facilities easements (PUPFE) from 46 parcels along Bell Street. Only partial acquisitions are required and include roadside areas, roadway frontage, roadside ditches with vegetation and trees. Total right of way to be acquired for PRPUE is approximately 181 square feet, and for PUPFE is approximately 5,395 square feet (**Table IS-1**). These numbers may be reduced during final design; however, no full property acquisitions would be required. Additionally, no demolition of existing structures within the permanent acquisition areas is required.

Table IS-1: Permanent Right of Way Acquisitions

Property APN	Proposed PRPUE (square feet)	Proposed PUPFE (square feet)
APN 268-0061-003		43
APN 266-0131-006		7
APN 266-0181-018	110	188
APN 268-0131-008	33	123
APN 268-0171-021		47
APN 266-0233-013		320
APN 268-0171-023		65
APN 268-0171-020		67
APN 266-0233-014		13
APN 266-0233-015		90
APN 266-0233-016		92
APN 268-0171-019		70
APN 268-0171-018		68
APN 266-0233-017		93
APN 268-0171-017		65
APN 266-0233-018		95
APN 268-0171-016		63
APN 266-0233-019		96
APN 268-0171-015		61
APN 266-0304-001		97
APN 266-0304-002		91
APN 266-0304-003		93
APN 268-0171-014		166
APN 266-0304-004		151
APN 266-0302-001		262

Property APN	Proposed PRPUE (square feet)	Proposed PUPFE (square feet)
APN 266-0302-002		104
APN 266-0302-003		102
APN 266-0302-004		93
APN 266-0351-047		149
APN 266-0352-001		176
APN 266-0352-002		107
APN 266-0352-003		94
APN 266-0352-004		79
APN 266-0352-005		65
APN 266-0404-001		150
APN 266-0404-002		2
APN 278-0122-013		10
APN 278-0112-001 and -002*	38	1,033
APN 278-0310-005		34
APN 278-0310-006		47
APN 278-0250-022		38
APN 285-0102-022		44
APN 285-0140-046		288
APN 285-0140-047		185
APN 278-0280-019		42
APN 278-0290-010		27
TOTAL	**181**	**5,395**
**Same property owner for two adjacent parcels.*		

In addition to the permanent acquisitions identified above, temporary construction easement would be required from 131 parcels along Bell Street, totaling approximately 16,140 square feet. However, these easements would be temporary in nature, and only be required during construction of the project. All necessary easements would be finalized during final design of the project and will be captured on final design plans.

ENVIRONMENTAL SETTING

The project area is in the urbanized Arden Arcade community in unincorporated Sacramento County and is designated as the West Arden environmental justice (EJ) community in the *Sacramento County General Plan of 2005-2030* (General Plan), Environmental Justice element (Sacramento County, 2019a).

Bell Street is an existing two-lane local roadway, with primarily residential land uses on either side of the road. The existing sidewalks include gaps in them that consist of dirt and are lacking delineated pedestrian facilities. The project area encompasses approximately 12,630 linear feet

(or 2.4 miles) of public roadway between the northern (Edison Avenue) and southern (Hurley Way) endpoints.

Land surrounding the project area was largely developed between 1950 through 1970, with 75 percent of the land area being developed for urban uses by 1966 (Sacramento County, 1980). In addition to the predominant residential land uses, there are pockets of multi-family residential and commercial land uses. There are three schools (Dyer-Kelly Elementary, Encina Preparatory High, and Greer Elementary) and two parks (Howe Community Park and Santa Anita Park) adjacent to the project area. Three additional schools (Howe Elementary School, St. Philomene School, and Aspire Alexander Twilight College Preparatory) and two more parks (Bohemian Park and Bellview Park) are within 0.5-mile of the project alignment (**Plate IS-3a-c**).

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

No other public agency approvals are anticipated. However, SacDOT will coordinate with the applicable utility providers as needed.

Plate IS-3a: Project Area

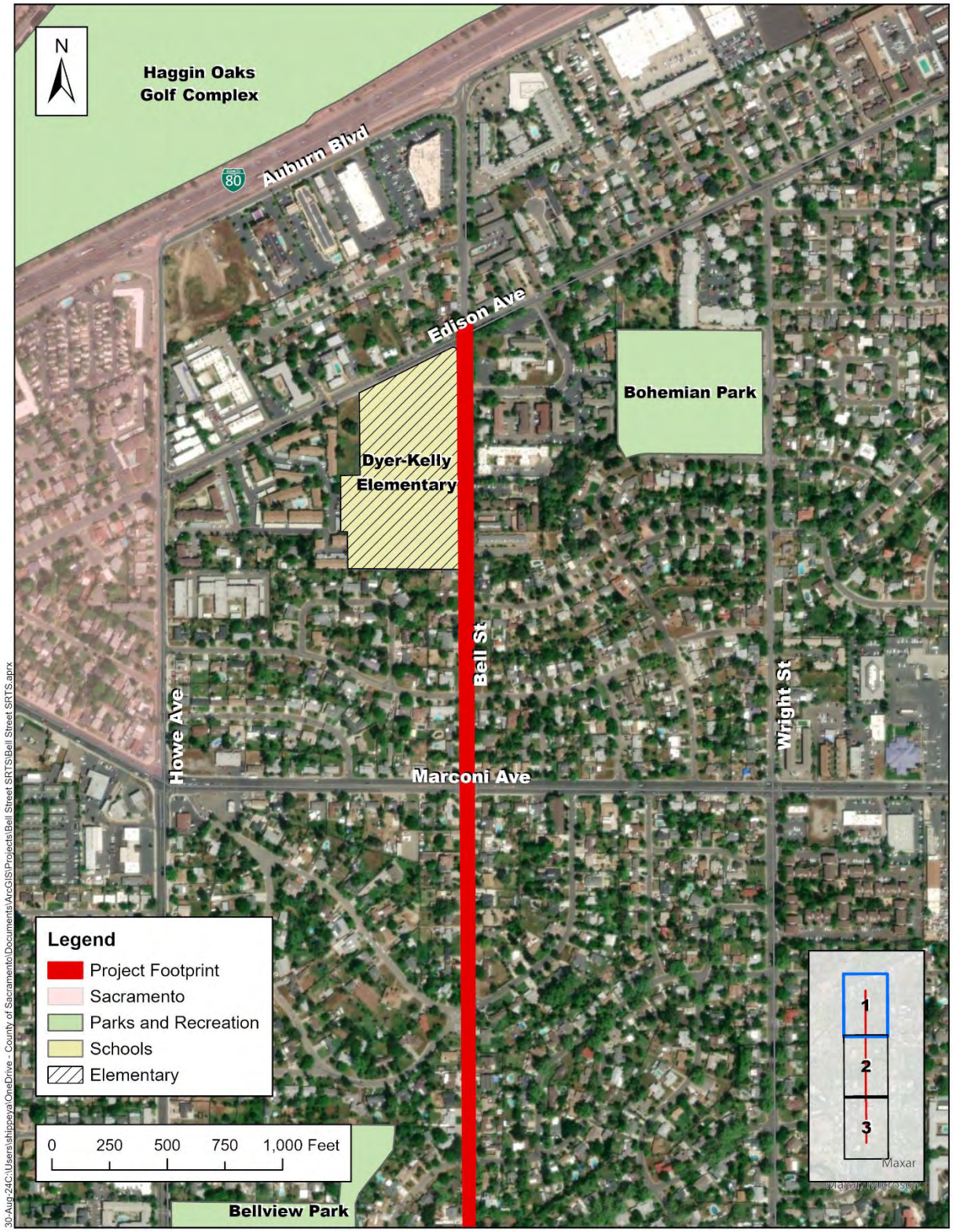
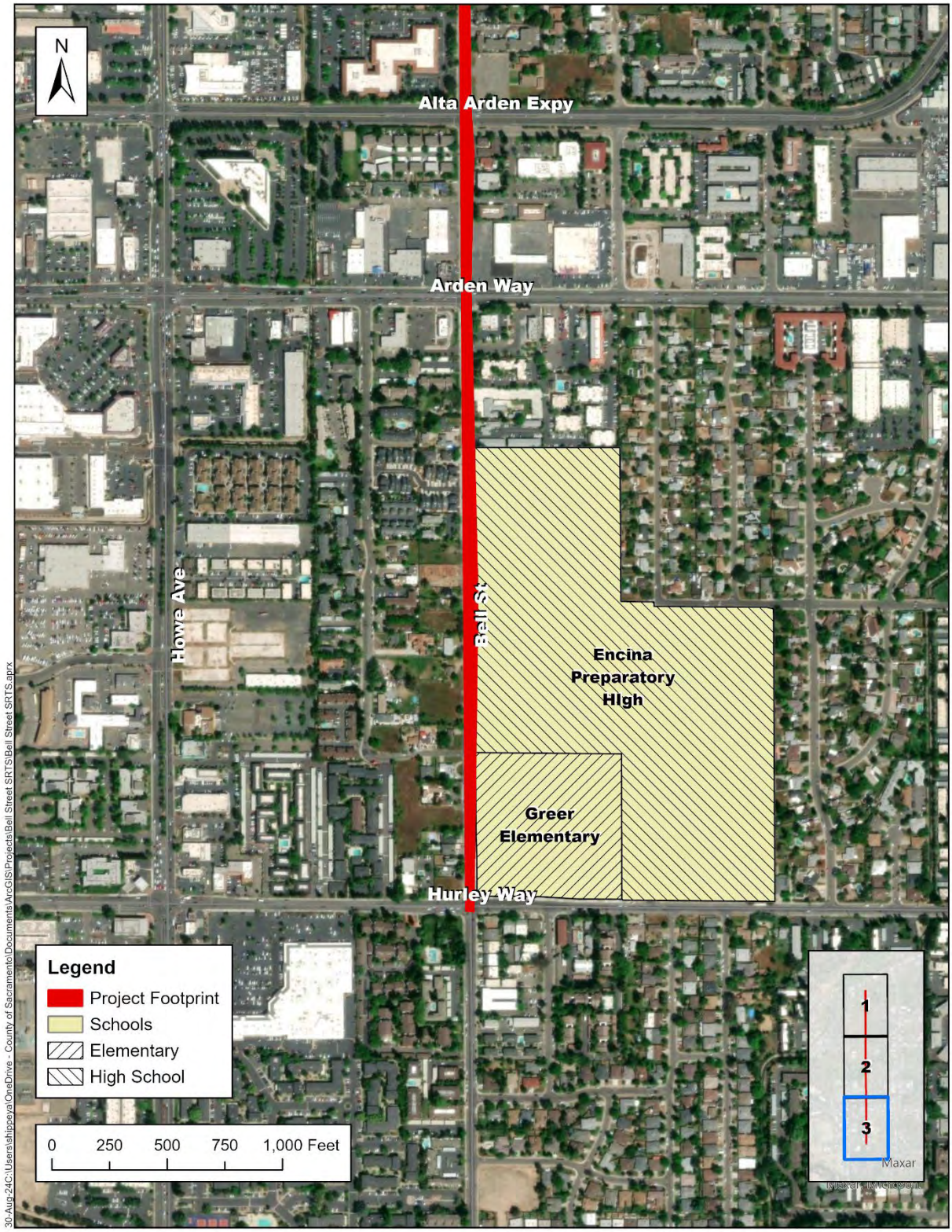


Plate IS-3b: Project Area

Plate IS-3c: Project Area



ENVIRONMENTAL CHECKLIST

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

1. **Potentially Significant** indicates there is substantial evidence that an effect MAY be significant. If there are one or more “Potentially Significant” entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is 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** indicates that a project will have an impact, but the impact is considered minor.

4. **No Impact** indicates that a project does not impact the particular resource.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant Impact with Mitigation” as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Airports	☒ Biological Resources	☒ Cultural Resources
☐ Energy	☒ Geology and Soils	☐ Greenhouse Gas Emission
☒ Hazards and Hazardous Materials	☐ Hydrology and Water Quality	☐ Land Use and Planning
☐ Mineral Resources	☐ Noise	☐ Population and Housing
☐ Public Services	☐ Recreation	☐ Transportation
☐ Tribal Cultural Resources	☐ Utilities and Service Systems	☐ Wildfire

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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 public views[1] 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?	☐	☐	☒	☐
Notes: [1] Public views are those that are experienced from a publicly accessible vantage point.				

ENVIRONMENTAL SETTING

The project area is in the urbanized Arden Arcade area of unincorporated Sacramento County and is an existing roadway surrounded by residential and commercial properties. Development within this area was primarily conducted between 1950 through 1970. The viewshed along the roadway is dominated by urban development including residential homes, urban landscaping, and side streets. Howe Community Park is along the roadway and includes mature trees and walking paths. Chicken Ranch Slough crosses through the northern portion of the project area with large trees along the banks. The viewshed is relatively flat with public views available to motorists, bicyclists, and pedestrians from Bell Street. However, the presence of buildings and landscaping limits the views along the roadway.

LIGHT AND GLARE

The project area is in a developed community surrounded by developed areas with existing nighttime lighting from homes, commercial buildings, parking lots, and existing streetlights.

SCENIC HIGHWAY

The project area is not within a viewshed of any designated or eligible scenic highway. River Road (State Route (SR) 160) is the closest state designated scenic highway, approximately 10 miles southwest of the project area.

IMPACT DISCUSSION

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is a public viewpoint that provides expansive views of highly valued scenery or landscapes. The project area is within a developed area of Sacramento County, consisting primarily of paved roadways of Bell Street surrounded by residential neighborhoods. The project area does not include any unique features that could be regarded as highly valued scenic resources. Therefore, implementation of the project would have no impact on a scenic vista.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As described above, there are no state or locally designated scenic highways in the vicinity of the project area. Therefore, implementation of the project would have no impact on scenic resources within a state scenic highway.

c. Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views 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?

Less Than Significant. The project area is in the urbanized Arden Arcade community in Sacramento County and is primarily located within the Bell Street right of way. The surrounding parcels consist of single and multi-family residential, commercial, and recreation. The project does not include the construction of new buildings or structures and therefore would not be subject to building design requirements in the General Plan or Zoning Code.

Implementation of the project would be limited to infill of sidewalk gaps, bike lanes, and some roadway improvements which reduce the potential to change the visual character of the surrounding area. And design of the project would be consistent with existing roadways. Aboveground elements of the project are limited to relocation of utility and traffic signal poles, installation of streetlamps, installation of new signs or pedestrian crossing signals, and removal of ornamental trees. No new utility poles are proposed, and installation of streetlamps would be for illumination purposes only. The installation of new signs and pedestrian signals would comply with standard design elements for Sac DOT and would not impact the visual character of the project area. Construction of the project would require the removal of approximately 84 ornamental trees, which would be conducted in accordance with Municipal Code Section 19.04 (Tree Ordinance) as well as in accordance with General Plan Policy EJ-23 (equitable tree canopy in Environmental Justice communities). Therefore, the aboveground elements of the project would be consistent with the visual character of the surrounding area.

Construction of the project does not include new features that would substantially degrade the existing visual character and would not conflict with applicable zoning or other regulations governing scenic quality. However, there is potential to create short term construction related impacts to views in the existing ROW. Construction activities would be visible from public views, including the presence of construction equipment, vehicles, staging areas, and construction materials. These would be temporary in nature and only present during construction.

Implementation of the project would be consistent with the surrounding development and would not substantially degrade the existing visual character or quality of the surrounding area and project impacts would be less than significant.

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

Less Than Significant. Construction of the project would be completed during daytime hours; therefore, nighttime lighting is not anticipated to be required. New streetlamps along the sidewalks would be installed as part of the project. However, these lights would be similar in lumens to existing streetlamps and would not result in a substantial light or glare that would adversely affect views in the area. Therefore, this would be a less than significant impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

II. Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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. Introduce incompatible uses in the vicinity of existing agricultural uses?	☐	☐	☐	☒
d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
e. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

f. 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

Based on a review of the 2020 Important Farmland Map for Sacramento County from the California Department of Conservation under the Farmland Mapping and Monitoring Program (FMMP), the project area is designated as Urban and Built-Up Land (California Department of Conservation, 2023). Urban and Built-Up Land is used for residential, industrial, commercial, institutional, and public utility structures and for other developed purposes.

The project area and surrounding areas are zoned primarily for residential uses, with pockets of commercial/office space, and a community park. There are no agricultural, forest, or timber resources in the vicinity.

Impact Discussion

a. *Would the project 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?*

   No Impact. There is no farmland within the project area or the vicinity; therefore, construction of the project would not result in a conversion of farmland and there would be no impact.

b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

   No Impact. The project area is zoned primarily for residential use with pockets of commercial and one open space (park). There are no Williamson Act contracts within the project area or surrounding area. Therefore, implementation of the project would not conflict with existing zoning or Williamson Act contracts and there would be no impact.

c. *Would the project introduce incompatible uses in the vicinity of existing agricultural uses?*

   No Impact. The project vicinity does not include land designated for agricultural use. The closest agricultural use, designated as Farmland of Local Importance, is approximately 2.16 miles west of the project area. Therefore, implementation of the project would not introduce incompatible uses to agricultural uses and there would be no impact.

d. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?*

   No impact. The project area and surrounding areas are not zoned for forest land or timberland. Therefore, implementation of the project would not conflict with existing zoning or cause rezoning of forest or timber land and there would be no impact.

e. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project area and surrounding areas are not zoned for forest land or timberland. Therefore, implementation of the project would not result in a loss or conversion of forest land and there would be no impact.

f. Would the project 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?

No Impact. The project area and surrounding areas do not contain land designated for agricultural uses or forest land. Therefore, implementation of the project would not result in the conversion of farm or forest land to other uses, and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

III. Airports

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?	☐	☐	☐	☒
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?	☐	☐	☐	☒
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The airport area of influence (AOI) is determined by three sets of boundaries: height standards as defined by the Federal Aviation Administration; noise restrictions determined by California Administrative Code Title 21 Subchapter 6 and further defined by the General Plan (Sacramento County, 2011); and airport safety areas as determined by the Airport Land Use Commission. Airport safety areas include three different zones the clear zone near the end of the runway, approach-departure zone under the takeoff/landing slopes, and the overflight zone under the traffic pattern (Airport Land Use Commission, 1992).

Sacramento McClellan Airport (MCC), formerly McClellan Airforce Base, is approximately 1.3 miles northeast of the project area. The AOI, specifically the overflight zone, for MCC

encompasses the northern portion of the project area from the intersection of Bell Street and Edison Avenue to Bell Street and Santa Anita Drive (**Plate IS-4**).

Impact Discussion

a. *Would the project result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?*

   No Impact. As described above, Sacramento McClellan Airport is approximately 1.3 miles north of the project area and is within the boundaries of the AOI specifically the overflight zone. Implementation of the project would not include the construction of new structures that would result in a safety hazard or increase population density from construction of the project. Therefore, implementation of the project would not result in a safety hazard and there would be no impact.

b. *Would the project expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?*

   No Impact. The project area is located approximately 1.3 miles southwest of Sacramento McClellan Airport, and outside of the identified noise contours. Therefore, construction of the project would not expose people working in the project area to aircraft noise levels in excess of applicable standards and there would be no impact.

c. *Would the project result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?*

   No Impact. The project area is within the vicinity of Sacramento McClellan Airport and is within the area of influence. However, the design of the project does not include the construction of buildings or structures and would not affect the safe and efficient use of navigable airspace. Therefore, there would be no impact.

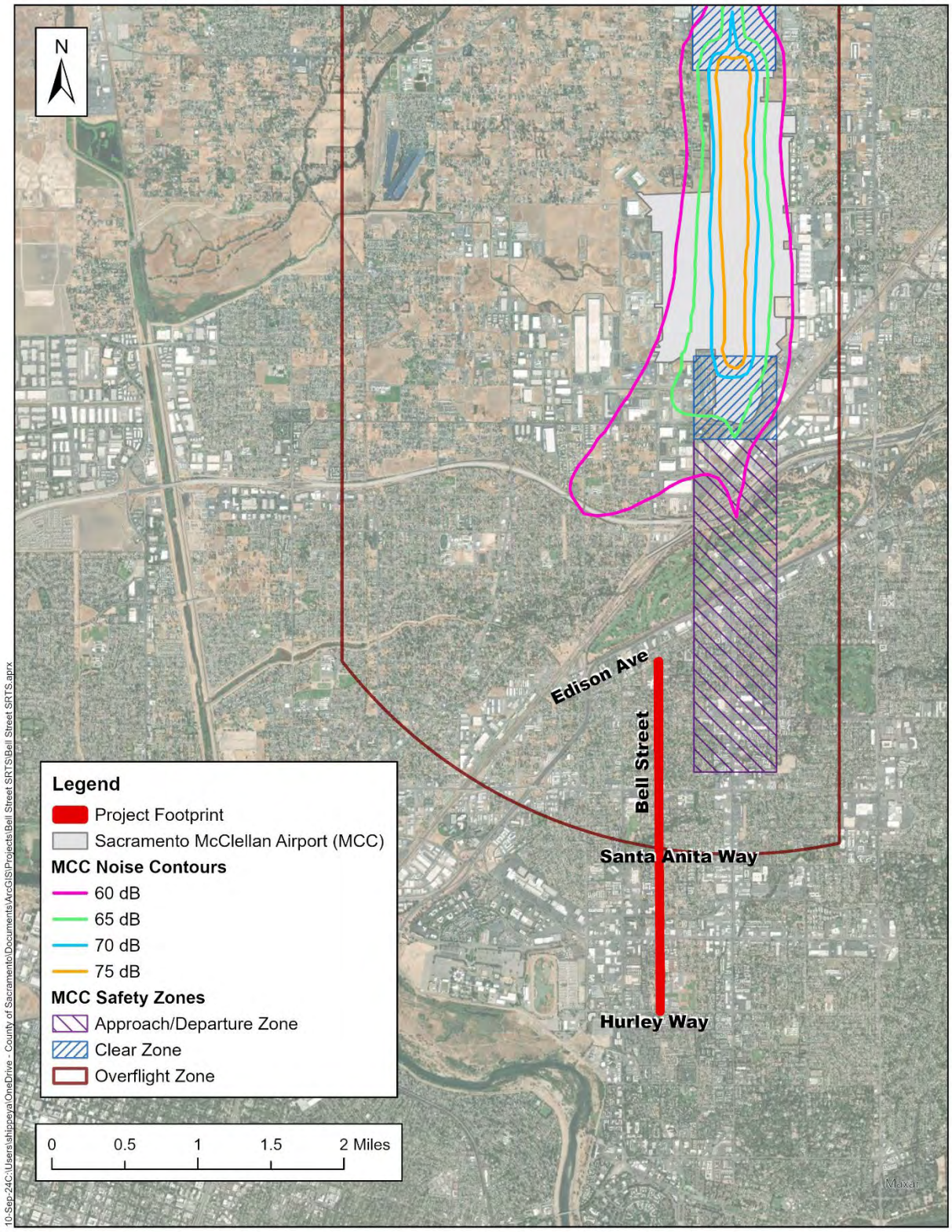
d. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

   No Impact. Implementation of the project would not increase air traffic levels or change the location of air traffic. Therefore, air traffic patterns would not be changed and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

Plate IS-4: Sacramento McClellan Airport Area of Influence



IV. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in 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 (CAP).”

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 (Sacramento Metropolitan AQMD, 2024).

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TAC) 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 are generally 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.

The greatest potential TAC emissions associated with the proposed project would be related to diesel particulate matter (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.

SENSITIVE RECEPTORS

Sensitive receptors are individuals who have an increased sensitivity to air pollution and include elderly, children, individuals with chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptor locations are areas where sensitive receptors are known to congregate including hospitals, schools, day care centers, and residences. Residential areas and schools are considered sensitive receptors to air pollution because children and/or elderly tend to be present for extended periods resulting in increased risk of sustained exposure to any pollutants that may be present.

The project area is in an urbanized setting surrounded by residential and commercial land uses. The closest sensitive receptors are single family dwellings along the east and west side of Bell Street. The closest schools are Dyer-Kelley Elementary School at the intersection of Bell Street and Edison Avenue (northern end of the project area) and Greer Elementary and Encina Preparatory High both at the intersection of Bell Street and Hurley Way (southern end of the project area).

IMPACT DISCUSSION

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant. Air quality plans describe air pollution control strategies to be implemented to bring an area in nonattainment for NAAQS or CAAQS into compliance with those standards. SMAQMD has adopted air quality plans pursuant to regulatory requirements under EPA and CARB. The *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Sacramento Metropolitan AQMD, 2017) and the *Sacramento Regional 2015 NAAQS 8-Hour Attainment and Reasonable Further Progress Plan* (Sacramento Metropolitan AQMD, 2023) represent the most recent air quality management plans developed to describe and demonstrate how the Sacramento Federal Nonattainment Area (SFNA) is meeting requirements for ozone under the federal CAA. For particulate matter, SMAQMD developed the $PM_{2.5}$ Maintenance Plan and Redesignation Request (Sacramento Metropolitan AQMD, 2013) to address how the region attained and would continue to attain the 24-hour $PM_{2.5}$ standard and the Second 10-Year PM_{10} Maintenance Plan for Sacramento County (Sacramento Metropolitan AQMD, 2021).

The SMAQMD CEQA Guide, provides the recommended mass emissions thresholds for ozone precursors correlating to requirements for the reduction in reactive organic gases (ROG) and nitrogen oxide (NO_x) from heavy duty vehicles and land use emissions committed to in the ozone attainment plans (Sacramento Metropolitan AQMD, 2020b). Similarly, the mass emissions thresholds for particulate matter correlate to SMAQMD's permitting offset trigger levels, which prevents deterioration of ambient air quality. Therefore, projects with emissions less than the recommended thresholds of significance for CAPs would not conflict with or obstruct implementation of applicable air quality plans for ozone and particulate matter.

Construction of the project would improve pedestrian and bicycle connectivity within the project area and does not include any new development. The operation of the project would not increase vehicle capacity or create other new sources of emissions. Construction activities, including emissions from construction vehicles, would be the primary source of air pollution (as detailed in the discussion for Item b). However, all applicable SMAQMD recommended best management practices (BMP) would be implemented, minimizing construction related emissions. Therefore, implementation of the project would not conflict with or obstruct implementation of applicable air quality plans, and this would be a less than significant impact.

b. Would the project result in 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?

Less Than Significant with Mitigation. Construction of linear (roadway) projects can result in the temporary generation of reactive organic gases (ROG) and nitrogen oxide (NO_x), precursors to ozone, as well as PM_{10} and $PM_{2.5}$ emissions. Construction related emissions result from construction equipment exhaust, fugitive dust from land clearing, earthmoving activities, and wind erosion of exposed soils.

Emissions associated with the construction of the project were estimated by running the *Road Construction Emissions Model* (Sacramento Metropolitan AQMD, 2022) with project specific information. This model analyzes emissions associated with construction of roadway improvement projects.

As shown in **Table IS-2**, construction emissions for NO_x would not exceed the SMAQMD's adopted thresholds. However, construction emissions for PM_{10} and $PM_{2.5}$ would exceed the adopted thresholds of zero and would result in a potentially significant impact. However, with the implementation of all feasible BMPs and Best Available Control Technology, this impact can be reduced to less than significant. Therefore, construction of the project would implement Mitigation Measure AQ-1 which would require SMAQMD's Basic Construction Emission Control Practices (BMPs) to be applied, and impacts related to construction emissions would be less than significant.

Table IS-2: Estimated Construction Emissions

Pollutant	Project Construction Emissions[1]	SMAQMD Thresholds of Significance[2]
Reactive Organic Gases	3.74 pounds per day	None
Nitrogen Oxide	35.51 pounds per day	85 pounds per day
Coarse Particulate Matter (PM_{10})[3,4]	1.58 pounds per day	0 (80) pounds per day
Fine Particulate Matter ($PM_{2.5}$)[3,4]	1.33 pounds per day	0 (82) pounds per day

Notes:

[1] Project construction emissions were determined using the Road Construction Emissions Model, refer to Appendix B for model outputs.

[2] SMAQMD Thresholds of Significance (Sacramento Metropolitan AQMD, 2020a).

[3] Project construction particulate matter emissions combine exhaust and fugitive dust outputs, refer to Appendix B for the respective outputs for each of these categories.

[4] The SMAQMD Thresholds of Significance is zero unless Best Management Practices (BMP) and Best Available Control Technology (BACT) as identified by SMAQMD are implemented, then the thresholds of significance for PM_{10} and $PM_{2.5}$ are shown in parenthesis.

The project is not capacity enhancing, and the operational emissions (ROG, NOx, PM_{10}, $PM_{2.5}$, and CO) would be the same as current conditions (i.e., no construction). Therefore, project related operational impacts are less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant. The project area is within an urbanized area of the Arden Arcade community. Sensitive receptors within a 0.25-mile of the project area include residences, Dyer-Kelly Elementary, Encina Preparatory High, and Greer Elementary schools. Construction activities would temporarily generate toxic air contaminants from the emissions of operating construction equipment, including DPM from the use of off-road diesel-powered equipment which may expose nearby receptors to TACs.

As shown in **Table IS-2**, the total emissions of $PM_{2.5}$ and PM_{10} are 1.33 and 1.58 pounds per day, respectively. These are below the threshold of significance as defined by SMAQMD, with the implementation of AQ-1. Additionally, construction is anticipated to last a short duration (approximately nine months) and would be required to implement dust and air quality control measures. Therefore, prolonged exposure of sensitive receptors to substantial pollutant concentrations is not anticipated and would result in a less than significant impact.

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

Less Than Significant. Odors such as diesel exhaust from construction equipment may be generated during construction of the project, which may be considered offensive to some individuals. However, these odors would be temporary and dissipate rapidly. Therefore, impacts related to other emissions such as odors would be less than significant.

Environmental Mitigation Measures

The following mitigation measure would be implemented during construction of the project to reduce potential impacts related to air quality.

AQ-1: Best Available Construction Emission Measures

Relevant SMAQMD Basic Construction Emission Control Practices (BMPs) will be implemented during project construction (Sacramento Metropolitan AQMD, 2019):

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out 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).
- The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. CARB enforces idling limitations and compliance with diesel fleet regulations.
    - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
    - Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].
    - 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.

V. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Have a substantially 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 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, regulations or by the California Department of Fish and Wildlife or 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. Adversely affect or result in the removal of native or landmark trees?	☐	☒	☐	☐
f. Conflict with any local policies or ordinances protecting biological resources?	☐	☒	☐	☐
g. 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

The project area includes an approximately 2.4-mile segment of Bell Street in the Arden-Arcade Community, in unincorporated Sacramento County. The project area consists primarily of paved roads, ornamental vegetation and trees, and residential/commercial development. A portion of Chicken Ranch Slough passes through the project area; however, there are no proposed construction activities within the slough.

The County has a Mediterranean climate with average summer (June to August) highs of approximately 90 degrees Fahrenheit (°F) and winter (December to February) lows of approximately 40°F, with an average 16.15 inches precipitation annually (National Oceanic and Atmospheric Administration, 2024). The project area has an average elevation of approximately

50 feet above mean sea level (amsl). The dominate soil type in the project area is Urban Land San Joaquin-Urban Land complex, followed by Xerarents-Urban Land-San Joaquin complex, Urban Land, Urban Land-Xerarents-Fiddyment complex, and the smallest proportion is San Joaquin fine sandy loam (Natural Resources Conservation Service, 2024). Vegetation within the project area includes those typically found in urban development areas. There is some riparian habitat along the banks of Chicken Ranch Slough adjacent to the project area.

BIOLOGICAL CONDITIONS

URBAN DEVELOPMENT

Urban development is defined as residential and commercial structures, including ornamental landscaping and lawns found surrounding residential housing and within the community parks. Ornamental landscaping consists of native and non-native vegetation including, but not limited to, pistache tree (*Pistacia* sp.), cork oak (*Quercus suber*), sweetgum (*Liquidambar styraciflua*), sycamore (*Platanus* sp.), oleander (*Nerium oleander*), and crape myrtle (*Lagerstroemia indica*).

A search of the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC), California Department of Fish and Wildlife (CDFW) California Natura Diversity Database (CNDDB), and California Native Plant Society (CNPS) Rare Plant Inventory databases was conducted to determine the potential for special status plant species to be found within the project area (**Table IS-3**). Based on an evaluation of habitat required, and existing conditions, special status plant species are not anticipated to be found within the project area.

Table IS-3: Special Status Plant Species

Common and Scientific Name	Federal	State	CNPS	Habitat Requirements	Potential
Bogg's Lake hedge-hyssop *Gratiola heterosepala*	--	SE	1B.2	Shallow water vernal pools, marshes, swamps, and lake margins; on clay substrates Elevation: 0 to 7,790 feet Blooming: April to September	Not expected. There are no shallow water habitats with clay soils present in the project area.
Dwarf downingia *Downingia pusilla*	--	--	2B.2	Mesic grasslands or vernal pools. Elevation: 5 to 1,460 feet Blooming: March to May	Not expected. There are no grasslands or vernal pools in the project area.
Legenere *Legenere limosa*	--	--	1B.1	Vernal pools, sometimes ponds Elevation: 0 to 3,117 feet Blooming: April to June	Not expected. There are no vernal pools present in the project area.

Common and Scientific Name	Federal	State	CNPS	Habitat Requirements	Potential
Sanford's arrowhead *Sagittaria sanfordii*	--	--	1B.2	Shallow freshwater ponds, ditches, marshes, and swamps Elevation: 0 to 2,135 feet Blooming: May to October (November)	Not expected. There is no shallow water habitats present in the project area.
Stinkbell *Fritillaria agrestis*	--	--	4.2	Chaparral, cismontane woodland, pinyon and juniper woodland, or grassland habitats; on clay and sometimes serpentine substrates. Elevation: 0 to 5,100 feet Blooming: March to June	Not expected. There are no chaparral, cismontane woodland, pinyon and juniper woodland, or grassland habitats in the project area.
Valley brodiaea *Brodiaea rosea* ssp. *vallicola*	--	--	4.2	Valley and foothill grassland habitats; on gravelly or sandy substrates. Elevation: 3 to 1,100 feet Blooming: April to May (June)	Not expected. There are no grasslands in the project area.

Sources: (California Native Plant Society, Rare Plant Program, 2024); (California Department of Fish and Wildlife, 2024); (Jepson Flora Project (eds)., 2024); (U.S Fish and Wildlife Service, 2024a)

Notes:

Federal: Federal Endangered Species Act Listed Species

State: California Endangered Species Act Listed Species; or Species of Special Concern per California Department of Fish and Wildlife

SE: State Endangered

CNPS: California Native Plant Society Rare Plant Inventory

1B: Plants rare, threatened, or endangered in California and elsewhere

2B: Plants rare, threatened, or endangered in California but more common elsewhere

4: Watch list – plants of limited distribution

0.1: Seriously threatened in California

0.2: Moderately threatened in California

NATIVE AND NON-NATIVE TREES

Native Oak Trees

The Sacramento County General Plan Conservation Element contains several policies aimed at preserving native trees within the County. These are:

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

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

Conservation and preservation of native oaks is the primary intent of these policies. When development requires removal of native oaks, compensation for tree loss may be achieved by on or off-site replacement or payment into a Tree Preservation Fund pursuant to County policy.

The project area is within an urban community, lined with residential homes. Landscaping along the roadway consists of ornamental and native trees, shrubs, and turf, typical of front, side, and backyard plantings. A tree inventory was completed by County Arborist H. Abdu (WE-6002) in March 2024. Three native oak trees were identified for removal (**Table IS-4**).

Table IS-4: Native Oak Tree Inventory

Tree Number	Species	Diameter at Breast Height (dbh) (inches)	Vigor
19	Interior live oak (*Quercus wislizenii*)	16	Fair
74	Valley oak (*Quercus lobata*)	7.5	Fair
75	Valley oak	18	Fair

Non-Native Trees

In addition to the above policies for native oak trees, the Sacramento County General Plan Conservation Element and Environmental Justice Element contain several policies aimed at preserving urban canopy within the County. These are:

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

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

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

- EJ-23. The County will achieve equitable tree canopy in EJ communities. (Note: This policy requires an extra 25 percent tree replacement within the same EJ community as the impact).

During the tree inventory, approximately 80 non-native trees were identified for removal (**Table IS-5**; Appendix C).

Table IS-5: Non-Native Tree Inventory

Tree Number	Tree Species	Diameter at Breast Height (dbh) (inches)	Canopy Area (square feet)	Vigor
2	Elm	12	804	Fair
3	Pistache	2, 5	314	Fair
5	Pistache	3, 3, 4	452	Fair
6	Cork Oak	3, 5, 6, 8, 10.5	452	Fair
7	Pistache	8	201	Dead
8	Pistache	2.5, 3, 3, 3.5, 3.5, 3.5, 4, 5	531	Fair
9	Cork Oak	3, 6.5, 7, 7.5, 7.5, 8	154	Fair
10	Cork Oak	9.5	908	Fair
11	Cork Oak	7	79	Fair
12	Pine	16	1,257	Fair
13	Cork Oak	8.5, 19	1,521	Fair
14	Pine	19.5	804	Dead
15	Pine	16.5	804	Poor
16	Pine	11.5	707	Poor
17	Pine	16	531	Dead
21	Palm	8	50	Fair
23	Privet	6, 7, 8, 10	1,018	Fair
32	Privet	1.5, 1.5, 2, 3.5, 5.5	154	Fair
34	Elm	0.5, 0.5, 0.5, 0.5, 0.5, 0.5, 0.5, 1, 1, 1, 1, 1	50	Fair
36	Plum	3, 3.5, 4.5	50	Fair
65	Stone Pine	29	4,536	Fair
67	Coast Live Oak	8	79	Fair
68	Bay Laurel	3	28	Fair
69	Bay Laurel	3	28	Fair
71	Pine	11.5	452	Fair
72	Coast Live Oak	8, 11.5	452	Fair
73	Bay Laurel	10	452	Fair
89	Maple	21	2,463	Fair
93	Modesto Ash	18.5	1,810	Fair
95	Sycamore	24	1,963	Fair
96	Sycamore	24	1,257	Fair
98	Sycamore	16.5	1,963	Fair
99	Sycamore	14.5	2,124	Fair
100	Sycamore	18	2,463	Fair
101	Juniper	3, 3, 3, 3, 3, 3, 3, 3, 5, 5, 5	154	Fair
102	Viburnum	3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3	154	Fair

Tree Number	Tree Species	Diameter at Breast Height (dbh) (inches)	Canopy Area (square feet)	Vigor
103	Juniper	2, 2, 2, 2, 2, 2, 2, 2, 2, 2	113	Fair
104	Juniper	2, 2, 2, 2, 2, 2, 2, 2, 2, 2	28	Fair
105	Juniper	3, 3, 3, 4, 4, 5	13	Fair
105b	Elm	26	1,810	Fair
106	Juniper	8	13	Fair
107	Camphor	8	113	Fair
108	Sycamore	27	3,217	Fair
109	Sycamore	22	2,642	Fair
110	Sycamore	20.5	3,117	Fair
111	Sycamore	28	3,019	Fair
114a	Sycamore	22	1,018	Fair
115	Sycamore	28	2,827	Fair
116	Sycamore	35	4,072	Fair
120	Liquid Amber	11	452	Fair
121	Liquid Amber	8	314	Fair
122	Liquid Amber	6	113	Fair
123	Maple	3, 4, 4, 5	314	Fair
124	Liquid Amber	6	314	Fair
125	Maple	2, 3, 4, 4, 6, 6	201	Fair
126	Silk Tree	9	804	Fair
127	Southern Magnolia	24	452	Fair
128	Palm	10	13	Fair
132	Crape Myrtle	2, 2, 2, 2, 2, 2, 2, 2, 2, 2	28	Fair
133	Crape Myrtle	3, 3, 3, 3, 3, 3, 3	201	Fair
136	Elm	28	2,827	Fair
137	Palm	10	13	Fair
144	Ash	30	452	Fair
148	Podocarpus	10	452	Fair
149	Pine	8	50	Fair
152	Privet	4, 4, 4, 5, 6, 6, 6	254	Fair
153	Ash	24	50	Fair
155	Ash	24	254	Poor
156	Cork Oak	36	1,810	Fair
157	Ash	24	1,018	Fair
158	Ash	28	1,018	Poor
160	Elm	24	1,662	Fair
161	Pine	48	2,827	Fair
163	Pine	44	4,072	Fair

Tree Number	Tree Species	Diameter at Breast Height (dbh) (inches)	Canopy Area (square feet)	Vigor
167	Elm	16	1,257	Fair
168	Elm	14	1,521	Fair
169	Elm	17	1,385	Fair
170	Elm	14	1,018	Fair
171	Elm	15	1,257	Fair
172	Elm	14	1,018	Fair

WILDLIFE

Wildlife within the project area consists of species commonly found in urbanized areas including eastern gray squirrel (*Sciurus carolinensis*), fence lizard (*Sceloporus occidentalis*), and opportunistic bird species such as American crow (*Corvus brachyrhynchos*).

U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC) and California Department of Fish and Wildlife (CDFW) California Natura Diversity Database (CNDDB), database searches were conducted to determine the potential for special status species within the project area (**Table IS-6**). Based on an evaluation of habitat required and existing conditions, there is low potential for two species to be found within the project area Swainson's hawk (*Buteo swansonii*) and monarch butterfly (*Danaus plexippus)*. Criteria for determining presence is defined below:

- Not expected: Preferred habitat is not found within the project area
- Low Potential: Elements of the preferred habitat are found within the project area. However, the habitat is surrounded by development with the potential for constant disturbances (e.g., cars, pedestrians, bicycles, etc.).

Table IS-6: Special Status Wildlife Species

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
Amphibians				
Western spadefoot *Spea hammondii*	FPT	SSC	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainfall created ponds are required for breeding.	Not expected. There are not open areas with sandy or gravelly soils in the project area.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
Birds				
Bank swallow *Riparia riparia*	--	ST	Riparian scrub or woodland habitat with vertical banks/cliffs with fine-textured sandy soils near streams, lakes, or oceans to dig nesting hole.	Not expected. There are no suitable riparian scrub or woodland habitat with vertical banks/cliffs in the project area.
Burrowing owl *Athene cunicularia*	--	SCT, SSC	Open, dry grasslands, deserts, and scrublands with low-growing vegetation; dependent on burrowing mammals, including the California ground squirrel.	Not expected. There are no suitable grasslands, deserts, or scrublands with low growing vegetation in the project area.
Cooper's hawk *Accipter cooperii*	--	WL	Open, interrupted woodlands with riparian growths of deciduous trees or live oaks, such as in canyon bottoms on river floodplains.	Not expected. There are no interrupted woodlands in the project area.
Great blue heron *Ardea herodias*	--	--	Both freshwater and saltwater habitats, from coastal salt marshes to desert rivers. Forage in slow moving waters within four miles of nesting sites. Often found in isolated swamps or islands and near lakes and ponds surrounded by forests.	Not expected. There is no suitable freshwater or saltwater habitat within the project area.
Great egret *Ardea alba*	--	--	Freshwater, brackish, and marine wetlands. Breeding colonies are in trees or shrubs with other waterbirds located near lakes, ponds, marshes, estuaries, impoundments, and islands.	Not expected. There are no suitable wetlands within the project area.
Purple martin *Progne subis*	--	SSC	Woodlands, low elevation coniferous forests with Douglas fir, ponderosa pine, and Monterey pine. Nests are often located in tall, isolated trees/snags.	Not expected. There are no suitable woodlands or coniferous forests within the project area.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
Song sparrow *Melospiza melodia* pop. 1	--	SSC	Modesto population is primarily in the Sacramento Valley, Sacramento-San Joaquin River Delta, and norther San Joaquin Valley. Freshwater marshes and riparian willow (*Salix* spp.) thickets, as well as valley oak (*Quercus lobata*) riparian forests with sufficient understory of blackberry (*Rubus* spp.), along vegetated irrigation canals and levees, and in recently planted valley oak restoration sites. Nest sites are in moderately dense vegetation, near a source of water, semi open canopies, and exposed ground or leaf litter for foraging.	Not expected. There are no freshwater marshes or riparian forests in the project area. However, Chicken Ranch Slough is present within the project area, the habitat is highly disturbed and does not include the appropriate understory for this species.
Swainson's hawk *Buteo swainsonii*	-	ST	Open habitats such as grasslands, prairies, and agricultural fields including hay, alfalfa, grain and row crops, and pastures. Nesting habitat includes solitary tall trees near foraging habitats (typically within two miles), sometimes in grove of trees near a stream, or on transmission/power poles.	Low Potential: The project area contains trees that could provide nesting habitat but lacks suitable foraging habitat. Additionally, there are 16 recorded occurrences within five miles of the project area, most being along the American River. Although there is potential for the species to be found within the project area due to the available trees, the potential is low due to lack of foraging habitat and the disturbed nature of the project area.
Tricolored blackbird *Agelaius tricolor*	--	ST, SSC	Historically found in freshwater marshes, swamps, and wetland communities. With reduction of these habitats, this species will utilize agricultural or upland habitats that can support large colonies, where wetlands may be present including patches of Himalayan blackberry (*Rubus armeniacus*). Requires dense nesting habitat that is protected from predators that is within five miles of foraging habitat.	Not expected. There are no wetland habitats or agricultural fields within five miles of the project area.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
Western yellow-billed cuckoo *Coccyzus americanus occidnetalis*	FT	SE	Riparian habitats in low- to moderate-elevation lining rivers or streams. Typically found in cottonwood-willow forests (*Populus* spp.-*Salix* spp.). This species requires relatively large (larger than 40 acres) patches of contiguous multilayered riparian habitat.	Not expected. There are no large, contiguous patches of multilayered riparian habitat in the project area.
White-tailed kite *Elanus leucurus*	--	FP	Typically found in savannas, open woodlands, marshes, desert grasslands, partially cleared lands, or cultivated fields.	Not expected. There are no savannas, woodlands, grassland, cleared lands, or cultivated fields in the project area.
Crustaceans				
California linderiella *Linderiella occidentalis*	--	--	Fairly large, deep, vegetated vernal pools in grasslands. Mainly found at elevations between 131 to 551 feet on a variety of substrates.	Not expected. There are no vernal pools within the project area.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	--	Found in vernal pools with clear to tea-colored water, in grasslands. Most commonly in pools with grass or mud-bottomed substrates.	Not expected. There are no vernal pools within the project area.
Vernal pool tadpole shrimp *Lepidurus packardi*	FE	--	Found in seasonal freshwater habitats such as vernal pools, clay flats, vernal swales, and other seasonal wetlands in California.	Not expected. There are no seasonal freshwater habitats within the project area.
Fish				
Steelhead - Central Valley DPS *Oncorhynchus mykiss irideus* pop. 11	FT	SSC	Inhabits riparian, emergent, palustrine habitat. Spawning habitat is typically characterized by perennial streams with clear, cool to cold, fast flowing water with abundant gravel and riffles.	Not expected. There is no riparian, emergent, palustrine habitats within the project area.
Insect				
American bumble bee *Bombus pensylvanicus*	--	--	Typically found in farmlands and open fields, nesting below the grasses or sometimes underground. Forages typically on vetches (*Vicia* spp.), clovers (*Trefolium* spp.), goldenrods (*Solidago* spp.), St. John's wort (*Hypericum perforatum*),	Not expected. There are no farmlands or open fields within the project area.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
			boneset (*Eupatorium* spp.), trout lilies (*Erythronium* spp.), and columbines (*Aquilegia* spp.).	
Monarch butterfly *Danaus plexippus*	FC	--	Found in a variety of habitats with flowering plants, from urban gardens to open fields to roadside ditches. Requires milkweed (*Asclepias* spp.) for breeding habitat. Overwintering habitat is primarily along the Pacific Coast and includes eucalyptus (*Eucalyptus* spp.), Monterey pines (*Pinus radiata*), and Monterey cypress (*Hesperocyparis macrocarpa*) trees.	Low Potential. May be found foraging on flowering plants within the project area. However, there are no milkweed or suitable overwintering trees within the project area.
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT	--	Dependent on host plant, the elderberry shrub (*Sambucus* spp.), typically found in riparian habitats and foothill oak woodlands in California.	Not expected. There are no elderberry shrubs within the project area.
Mammal				
American badger *Taxidea taxus*	--	SSC	Suitable habitat includes large open areas in forest, herbaceous, or shrub, habitats with dry, friable soils.	Not expected. There are no open areas of forest, herbaceous, or shrub habitats.
Mollusks				
Western ridged mussel *Gonidea angulata*	--	--	Found in lakes, streams, or rivers with constant water flow and well-oxygenated stable substrates in areas of low gradient. Substrates may vary in size from silt, clay, and sand to boulders.	Not expected. There are no lakes, streams, or rivers with constant water flow and stable substrates.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
Reptiles				
Giant gartersnake *Thamnophis gigas*	FT	ST	Inhabits marshes, sloughs, ponds, small lakes, small streams, and other waterways. May be found in agricultural wetlands and irrigation or drainage canals. Vegetation should be tall, growing in the water, at the water's edge, and on the banks. Upland habitat adjacent to aquatic habitat is required for basking and overwinter hibernacula.	Not expected. There are no suitable waterways with adjacent upland habitat within the project area.
Northwestern pond turtle *Actinemys marmorata*	FPT	SSC	Inhabits a variety of aquatic habitats with year-round water, some aquatic vegetation, adequate basking sites (e.g., vegetation mats, logs, debris, mud banks), and suitable upland habitat for egg laying. Upland egg-laying habitat required sandy banks to harder soils, as long as internal humidity remains high.	Not expected. There are no suitable waterways with year-round water and adequate basking or upland egg-laying habitat within the project area.

Source: (California Department of Fish and Wildlife, 2024); (National Audubon Society, 2024); (National Wildlife Federation, 2024) (U.S Fish and Wildlife Service, 2024a); (U.S. Fish and Wildlife Service, 2024b)

Notes:

Federal: Federal Endangered Species Act Listed Species

FE: Federally listed, Endangered
FT: Federally listed, Threatened
FC: Candidate for Federal listing
FPT: Proposed for Federal listing, Threatened

State: California Endangered Species Act Listed Species; or Species of Special Concern per California Department of Fish and Wildlife

SE: State listed, Endangered
ST: State listed, Threatened
SCT: Candidate for State listing, Threatened
SSC: Species of Special Concern
FP: Fully Protected
WL: Watch List

WILDLIFE MOVEMENT CORRIDORS

Wildlife movement corridors provide a connection that allows wildlife to move between areas of suitable habitat that may be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development.

According to a review of CDFW's Essential Habitat Connectivity Viewer, the project area is within an area of limited connectivity opportunity (California Department of Fish and Wildlife, 2017).

Chicken Ranch Slough does intersect with the project area; however, this slough has been modified due to development and primarily runs through developed areas.

IMPACT DISCUSSION

a. *Would the project have a substantially 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 U.S. Fish and Wildlife Service?*

   Less than Significant with Mitigation. The project area is within the urbanized Arden Arcade community and is subject to frequent human and vehicle disturbance. Additionally, the project area does not support suitable habitat for special status plant species known to be found in the region. Therefore, implementation of the project would not have an adverse effect on special status plant species and there would be no impact.

   Native and non-native trees are present within the project area that may provide suitable nesting habitat for migratory birds including Swainson's hawk. Proposed tree removal and construction activities may result in direct and indirect disturbance to nesting birds if present during construction. Therefore, construction of the project would require the implementation of Mitigation Measure BIO-1, Preconstruction Nesting Bird Surveys, and impacts related to nesting birds would be less than significant.

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

   Less than Significant. The project area consists of urban development, although there is some riparian habitat along the banks of Chicken Ranch Slough directly adjacent to the project area. There are no other sensitive natural communities within the project area. Construction of the project would not be conducted within or on the banks of Chicken Ranch Slough. Although there is potential for indirect impacts to the riparian habitat these would be minimized by implementing standard construction BMPs including delineating work areas as depicted on construction plans. Therefore, implementation of the project would not result in substantial adverse effects on riparian or other sensitive communities, and impacts would be less than significant.

c. *Would the project 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?*

   No Impact. There are no wetlands within the project area. Therefore, construction of the project would not have a substantial adverse effect on wetlands and there would be no impact.

d. *Would the project 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?*

   Less than Significant with Mitigation. The project area is within an area identified as Limited Connectivity Potential according to CDFW's Essential Habitat Connectivity Viewer. As described under impact discussion (a), construction of the project would require the removal

of trees within the project area which may disturb nesting migratory birds. However, Mitigation Measure BIO-1 would be implemented, reducing potential impacts on the movement of migrating species and impacts would be less than significant.

e. Would the project adversely affect or result in the removal of native or landmark trees?

Less Than Significant with Mitigation. As described above, three native oak trees within the project area would be removed as part of construction of the project. Pursuant to General Plan policy CO-137, inch for inch in-kind replacement planting is required for the removal of native oak trees. The project site is located along the roadway of residential development which does not provide optimal planting sites. Additionally, the Arden Arcade community is an urban area with limited space for landscape. Native oak trees require larger planting areas due to their size. The space needed for these trees is limited in urban development areas. Therefore, replanting native oaks may not be feasible within the Arden Arcade community. However, SacDOT would be required to mitigate for impacts to native oak trees pursuant to General Plan policy CO-137. Native oak tree mitigation can be accomplished through off-site planting or through payment of a fee, currently $325 per inch. A total of 41.5 inches will be removed to accommodate the project. Therefore, construction of the project would implement Mitigation Measure BIO-2, Native Oak Tree Replacement, and impacts to native trees would be less than significant.

f. Would the project conflict with any local policies or ordinances protecting biological resources?

Less Than Significant with Mitigation. Pursuant to General Plan policy CO-145 and EJ-23, SacDOT must mitigate for the loss of non-native tree canopy. Trees with severe decline or canopy loss are not included in the calculations since they do not provide substantial urban benefits. Therefore, trees that were identified as dead or in poor health during the tree survey are not included in the mitigation tallies. Tree #7 an 8-inch pistache and trees #14 and #17 a 19.5-inch and 16-inch pines (*Pinus* sp.) were identified as dead and will not require mitigation. Additionally, trees #15 a 16.5-inch pine, #16 a 11.5-inch pine, #155 a 24-inch ash (*Fraxinus* sp.), and #158 a 28-inch ash were determined to be in poor health and will not require mitigation. In total, 76,323 square feet of non-native tree canopy will be removed. In accordance with General Plan policy EJ-23, approximately 95,404 square feet of canopy must be replaced (the total canopy removed plus 25 percent). Top priority should be given to replacement plantings along Bell Street consistent with policy CO-147. If agreements cannot be made with affected property owners, then SacDOT may evaluate other potential areas within the Arden Arcade EJ community (pursuant to EJ-23). Therefore, construction of the project will implement Mitigation Measure BIO-3, Non-Native Tree Canopy Replacement, to reduce impacts to tree canopy removal, and impacts will be less than significant.

g. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project area does not overlap with the South Sacramento Habitat Conservation Plan area or any other Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan areas. Therefore, the construction of the project would not conflict with any approved local, regional, or state habitat conservation plan and there would be no impact.

Environmental Mitigation Measures

The following mitigation measures would be implemented during construction of the project to reduce potential impacts related to biological resources.

BIO-1: Preconstruction Nesting Bird Surveys

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

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

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

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

BIO-2: Native Oak Tree Replacement

The removal of up to 41.5 inches dbh of native oak trees will be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. Native trees include valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*).

Equivalent compensation based on the following ratio is required:

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

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

1. Species, size and locations of all replacement plantings

2. Method of irrigation

3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot-deep boring hole to provide for adequate drainage

4. Planting, irrigation, and maintenance schedules

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees which do not survive during that period.

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

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

BIO-3: Non-native Tree Canopy Replacement

Removal of 76,323 square feet of non-native tree canopy for roadway improvements will be mitigated by creation of new tree canopy equivalent to the acreage of nonnative tree canopy removed plus 25 percent. New tree canopy acreage will be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Additionally, all replacement plantings will be within the Arden Arcade EJ community.

VI. CULTURAL RESOURCES

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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 dedicated cemeteries?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

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 located along Bell Street from Edison Avenue to Hurley Way. However, the records search did indicate 10 recorded historic period cultural resources within a quarter mile of the project area including North Sacramento Freeway (State Route 160), Del Paso Park, Dyer-Kelly Elementary School, Greer Elementary School, and historic buildings along El Camino Avenue and one historic building at the intersection of Bell Street and Ralston Avenue. Additionally, four previous reports

were recorded that cover a portion of the project area with six additional reports within a quarter mile of the project area.

Impact Discussion

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

Less than Significant. Construction of the project includes infill of sidewalk gaps, addition of bicycle lanes, and intersection improvements for the safety of pedestrians and bicyclists, which would require partial acquisition of right of way from 46 parcels within the project area. However, no demolition of existing structures is included as part of the project. Based on the records search conducted for the project, there are 10 historic resources within a quarter mile of the project area including three directly adjacent to the project area: the two elementary schools and a historic building on APN 266-0302-001. Approximately 262 square feet of right of way is required from this parcel to construct the sidewalk improvements. This right of way acquisition would not include the structure on the parcel, nor would the structure be impacted by construction activities. As previously discussed, there is no proposed demolition of existing structures within the project area. Additionally, standard construction BMPs including delineation of work area would be incorporated into the project. Therefore, implementation of the project would not cause a substantial adverse change in significance of a historical resource pursuant to Section 15064.5 and impacts would be less than significant.

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

No Impact. According to the records search, there are no previous records of archaeological resources within a quarter mile of the project area. Additionally, previous grading, excavation for the existing roadways and residential/commercial development reduce the potential for intact archaeological resources to be present within the project area. Based on the records search, the project area is considered to have low sensitivity for the presence of unidentified prehistoric or historic archaeological resources. Therefore, ground-disturbing activities are not anticipated to adversely affect any known or unknown cultural resources within the project area and there would be no impact.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation. There are no known human remains or cemeteries located within or in the immediate vicinity of the project area. Although the inadvertent discovery of human remains is unlikely, the possibility cannot be ruled out. Therefore, construction of the project would implement Mitigation Measure CR-1, Unanticipated Discovery of Human Remains, and impacts related to disturbance of human remains would be less than significant.

Environmental Mitigation Measures

The following mitigation measures would be implemented during construction of the project to reduce potential impacts related to cultural resources.

CR-1: 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 will be taken:

1. There will 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 will 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.

VII. ENERGY

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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

Energy use during construction is temporary and typically includes the consumption of fossil fuels, electricity, and natural gas for the operation of construction equipment and vehicles. Operational

energy use for roadway improvement projects is typically in the form of fossil fuels for vehicle trips and electricity for the operation of street lighting.

Impact Discussion

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

   Less Than Significant. Construction activities would require the use of fossil fuels and electricity both directly through on- and off-road construction equipment and indirectly through necessary electronic equipment and water consumption. However, energy use through the construction phase would be temporary and typical of similar construction activities within the County. Additionally, all construction equipment and vehicles would be required to adhere to federal and state regulations to limit wasteful activities such as diesel idling. The operation of the project would not result in an increase in energy consumption relative to existing conditions. No new activities that would increase energy use would be introduced and no new travel through lanes that would increase the operational capacity are included as part of the project. Therefore, implementation of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and this would be a less than significant impact.

b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

   No Impact. Construction activities for the proposed project would use equipment and vehicles that comply with federal and state standards for fuel efficiency. Additionally, implementation of the project does not include the construction or modification of any physical buildings subject to state or regional energy standards. Therefore, implementation of the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

VIII. GEOLOGY AND SOILS

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
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

REGIONAL GEOLOGY

The project area lies within the Great Valley geomorphic province of California (the Great Valley), which is a gently sloping to relatively flat alluvial plain. The Great Valley is bounded by the Coast Mountain Ranges on the west, the Sierra Nevada on the east, and the Klamath and Cascade Mountain Ranges on the north. The Great Valley is a trough in which sediments eroded from the adjacent mountain ranges have been deposited since the Jurassic Era (approximately 160 million

years ago) (California Geological Survey, 2002). The underlying geology within the project area consists of Pleistocene-age (2.6 million years to 11,700 years ago) sediments of the Riverbank Formation (Alluvium).

TOPOGRAPHY

The project area is on the broad, flat alluvial plain in the Sacramento Valley of the Great Valley. The topography of the site is relatively flat with an average elevation of 50 feet above mean sea level (msl).

SEISMIC HAZARDS

FAULTS AND SEISMICITY

There are no active or potentially active faults in the vicinity of the project area. The closest Alquist-Priolo Earthquake Fault Zone is located approximately 45 miles southwest of the project area, known as the Green Valley Fault (California Department of Conservation, 2022). According to the Safety Element Background of the Sacramento County General Plan, there are two fault zones to the east and west of the County. The Midland Fault Zone is approximately 25 miles southwest and the Bear Mountain Fault Zone is approximately 19 miles east of the project area. The closest active fault to the project area is the Dunnigan Hills Fault, approximately 25 miles northwest.

GROUND SHAKING

Ground shaking is the result of faulting and is the primary cause of earthquake damage to man-made structures. The 2016 Earthquake Shaking Potential for California map indicates the project area is in an area with lower probability of ground shaking (Branum, Chen, Petersen, & Wills, 2016).

LIQUEFACTION AND LANDSLIDES

According to the seismic hazards identified by the California Geological Survey, the project area is not within an area designated as a liquefaction or landslide hazard (California Department of Conservation, 2022).

SOILS

According to the Natural Resources Conservation Service's (NRCS) Web Soil Survey, the project area is underlain with the following soil types: San Joaquin fine sandy loam; San Joaquin-Urban Land complex; Urban Land, Urban Land-Xerarents Fiddyment complex; and Xerarents-Urban Land-San Joaquin complex (**Table IS-7**).

Table IS-7: Project Area Soil Descriptions

Soil Name	Slope Class	Soil Depth	Drainage	Erosion Potential	Linear Extensibility[1]
San Joaquin fine sandy loam	0-3 percent	Moderately deep	Moderately well drained	Slight	Low
San Joaquin-Urban Land complex	0-3 percent	Moderately deep	Moderately well drained	Slight	Low
Urban Land[2]	N/A	N/A	N/A	N/A	N/A
Urban Land-Xerarents Fiddyment complex	0-8 percent	Impervious to moderately deep	Impervious to well drained	Slight	Low
Xerarents-Urban Land-San Joaquin complex	0-5 percent	Moderately deep to very deep	Moderately well drained to well drained	Slight	Low

Source: Custom Soil Resource Report for Sacramento County, California; Bell Street SRTS Project (Natural Resources Conservation Service, 2024)

Notes:

[1] Linear extensibility is used to determine the shrink-swell potential of soils.

[2] Urban Land soil type includes artificial fill and/or impervious surface areas.

PALEONTOLOGICAL RESOURCES

Paleontological resources are the fossilized evidence of organisms preserved in the geologic record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits.

The project area has been previously developed with residential and commercial land uses and existing roadways. Therefore, the near surface deposits are likely comprised of Holocene-age artificial fill material. Based on the geologic mapping, the artificial fill is underlain by deposits of Pleistocene-age Riverbank Formation, with sediments deposited approximately 130,000-450,000 before present (B.P.). Riverbank formation consists of weathered reddish gravel, sand, and silt comprising older alluvial fans and terraces of major rivers and streams in the Sacramento Valley. According to a search of the University of California Museum of Paleontology, Online Database (University of California Museum of Paleontology, 2024) there are 13 paleontological records for Sacramento County, with six of them from the Riverbank Formation. Therefore, the Riverbank Formation is considered a high sensitivity for paleontological resources.

IMPACT DISCUSSION

a. Would the project 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.

No Impact. The project area is not within or adjacent to a fault zone under the Alquist-Priolo Earthquake Fault Zone Act. As described above, the nearest fault zone on the Alquist-Priolo Earthquake Fault Zoning Map is the Green Valley Fault, approximately 45 miles southwest of the project area. Therefore, implementation of the project would not directly or indirectly cause potential substantial adverse effects involving the rupture of a known fault as delineated on the most recent Alquist-Priolo Fault Zone Map and there would be no impact.

ii. Strong seismic ground shaking?

Less Than Significant. The closest active fault to the project area is the Dunnigan Hills Fault, approximately 25 miles to the northwest. The intensity of ground shaking is dependent on the proximity to the epicenter of the site, the magnitude of the earthquake, and site soil conditions. The 2016 Earthquake Shaking Potential for California map indicates the project area has a lower probability of shaking hazard intensities. Additionally, there are no new buildings or structures proposed as part of the project. Therefore, this would be a less than significant impact.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction happens when ground shaking causes water-saturated, loosely packed soils to lose strength and take on the characteristics of a fluid. Factors contributing to liquefaction include soil type, depth to groundwater, and level and duration of ground shaking. The project area is not within a liquefaction hazard zone, therefore, there would be no impact.

iv. Landslides?

No Impact. The project area is relatively flat, with existing roads and surrounding residential and commercial infrastructure. Additionally, the California Department of Conservation's Earthquake Hazards Zone Application indicates that the project area is not located in a landslide hazard zone (California Department of Conservation, 2022). Therefore, there would be no impact.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant. Construction activities such as site clearing and grubbing, earthmoving activities, and excavation would result in soil disturbance, temporarily exposing soils to wind and water erosion. During construction, the contractor would be required to comply with all applicable provisions and requirements of the Construction Stormwater General Permit. Additionally, since the implementation of the project would disturb more than one acre of land a project specific Stormwater Pollution Prevention Plan (SWPPP) would be required. The SWPPP would include BMPs and erosion control measures to be implemented during construction activities. Therefore, construction of the project would not result in substantial soil erosion, and this would be a less than significant impact.

c. Would the project 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?

No Impact. Soil types in the project area are predominantly urban land or an urban land complex. Additionally, the project area is underlain by stable Pleistocene-age sediments of the Riverbank Formation. Therefore, implementation of the project would result in no impact from construction in unstable soil.

d. Would the project 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?

No Impact. The soil types within the project area have low linear extensibility ratings. Therefore, there would be no impact from expansive soil.

e. Would the project 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?

No Impact. The use of septic tanks or alternative waste water disposal systems is not included as part of the project. Therefore, there would be no impact.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation. The project area is composed of artificial fill within the developed areas of Bell Street, underlain by Pleistocene-age sediments of the Riverbank Formation. Although there have been vertebrate fossil specimens recovered from the Riverbank Formation, previous grading, excavation for the existing roadways and residential/commercial development would have destroyed any fossil specimens that may have originally been present. Therefore, the presence of unique geologic features within the project area is not anticipated. However, there is the possibility of inadvertent discovery of fossils or other artifacts during construction activities which could result in a potentially significant impact. Therefore, Mitigation Measure GEO-1, which would require work to stop in case of inadvertent discovery, would be implemented and impacts related to paleontological resources would be less than significant.

Environmental Mitigation Measures

GEO-1: Inadvertent Discovery of Paleontological Resources

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 will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

IX. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
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

Greenhouse gases (GHG), including CO_2, methane (CH_4), and nitrous oxide (N_2O), are naturally occurring atmospheric gases that insulate Earth as part of the greenhouse effect, which is responsible for keeping temperatures on Earth conducive to life. After solar radiation is absorbed by the earth's surface, infrared radiation is emitted into the atmosphere, which is then absorbed by GHGs. Some of the infrared radiation is re-emitted back to the earth's surface, warming the atmosphere. However, human activities such as combustion of fossil fuels, have increasingly emitted excess GHGs into the atmosphere causing the greenhouse effect to intensify and Earth's climate to warm at an unprecedented rate.

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 one. 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 one 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.

SACRAMENTO METROPOLITAN AQMD

As discussed in the Air Quality Section, the project area is within the boundaries of the SMAQMD. The SMAQMD has developed greenhouse gas (GHG) thresholds and screening levels to provide a consistent scale to measure the significance of land use development. The thresholds are used to evaluate a project for consistency with statewide GHG reduction targets as established in Assembly Bill (AB) 32, followed by Senate Bill (SB) 32. AB 32 is the Global Warming Solutions Act of 2006. California reached the goals set in AB 32 in 2016. As a follow up to AB 32, SB 32, which requires CARB to ensure state GHG emissions are reduced 40 percent below 1990 levels by 2030, was signed in 2016.

SACRAMENTO COUNTY CLIMATE ACTION PLAN

The County's Climate Action Plan (CAP), adopted by the Board of Supervisors in November 2024, is a comprehensive, multi objective plan that balances environmental, economic, and community interests for the reduction of GHG emissions. Strategies and measures have been identified in the CAP to meet California's 2020 and 2045 GHG reduction targets. Each measure is supported by implementing actions to reduce GHG emissions generated from current and future activities within the unincorporated areas of the County, including existing County facilities and operations. Upon implementation of the CAP, projects being proposed in unincorporated areas of the County would need to demonstrated compliance with applicable measures and actions.

IMPACT DISCUSSION

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

Less Than Significant. Construction of the project would result in GHG emissions from operating construction equipment, transport of materials on- and off-site, and travel for workers to and from the project area. The construction related GHG emissions were estimated using the *Road Construction Emissions Model* (Sacramento Metropolitan AQMD, 2022) and were determined to amount to 952 metric tons of CO_2e. SMAQMD has identified the threshold of significance for construction phase of all project types to be 1,100 metric tonnes of CO_2e per year. Therefore, construction of the project would not result in a significant impact from the generation of greenhouse gas emissions on the environment.

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

No Impact. As previously discussed, the project includes the improvement of pedestrian and bicycle access along Bell Street and would not increase vehicle capacity or create other new sources of GHG emissions. Therefore, the project would be consistent with applicable air quality plans, including the adopted Sacramento County 2024 Climate Action Plan. Therefore, implementation of the project would not conflict with applicable plans, policies, or regulations for reducing GHG emissions and there would be no impact.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended.

X. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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 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. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
f. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Environmental Setting

The project area is in an urban area of the Arden-Arcade community in unincorporated Sacramento County. There are residential homes, commercial properties, as well as three schools on either side of Bell Street within the project area.

A review of publicly available databases was conducted for the project to determine if any known hazardous waste sites are within the project area. The databases included EnviroStor maintained by the California Department of Toxic Substances Control (DTSC) (Department of Toxic Substances Control, 2024) and GeoTracker maintained by the State Water Resources Control Board (SWRCB) (State Water Resources Control Board, 2024). Additionally, a search of the U.S. Environmental Protection Agency's (EPA) National Priorities List (Superfund) database was completed (U.S. Environmental Protection Agency, 2024).

Based on the review of the above databases, there are no known hazardous waste sites within the project area. However, there is one closed leaking underground storage tank (LUST) on the northwest corner of Bell Street and El Camino Avenue, within the project area. The closest active sites include a leaking underground storage tank (LUST) cleanup site approximately 0.25 mile west and an unknown cleanup site approximately 0.5 mile east of the project area. Sacramento McClellan Airport, which is approximately 1.12 mile north of the project area, is a superfund site on the U.S. EPA list.

Impact Discussion

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

Less Than Significant. 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. Additionally, any hazardous materials would be stored away from Chicken Ranch Slough to prevent contamination within the waterway.

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, implementation of the project would not create a significant hazard to the public or environment through transport, use, or disposal and impacts would be less than significant.

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

Less Than Significant. As noted above, construction of the project would include the use of small amounts of hazardous materials. However, adherence to all federal, state, and local regulations would be required. Therefore, implementation of the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions and impacts would be less than significant.

c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant. There are three schools, Dyer-Kelly Elementary, Encina Preparatory High, and Greer Elementary adjacent to the project area. Construction of the project would result in emissions from construction equipment and vehicles and would require the handling of construction-related hazardous materials and waste such as oil and lubricants within one-quarter mile of the three schools. However, construction-related emissions and handling of construction-related hazardous materials and waste would be temporary and cease upon completion of project construction. All handling of hazardous materials and waste would be conducted in accordance with federal, state, and local regulations and impacts are considered less than significant.

d. *Would the project 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?*

No Impact. The project area is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5; therefore, there would be no impact.

e. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant. During construction of the project, there is potential for temporary lane closures to allow for construction equipment movement and activities. However, these would be temporary and would not physically interfere with emergency responsory or emergency evacuation plan and would result in a less than significant impact.

f. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project area is in an urban community and is not within or near a State Responsibility Area (SRA) or a fire hazard severity zone (FHSZ). The closest SRA is east of Grant Line Road, approximately 12.25 miles east of the project area, these lands are rated as moderate FHSZ (California Department of Forestry and Fire Protection, 2024). Implementation of the project would not directly or indirectly expose people or structures to a significant risk of loss, injury or death involving wildland fires; therefore, there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XI. Hydrology and Water Quality

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease 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;	☐	☐	☒	☐
iii. 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	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d. Develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?	☐	☐	☐	☒

e. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
f. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Environmental Setting

SURFACE WATER

Regional Hydrology

The project area is in the urbanized Arden Arcade area within the Sacramento River Basin. The Sacramento River Basin encompasses approximately 27,000 square miles and is bounded by the Sierra Nevada to the east, Coast Ranges to the west, Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. The project area is situated within two watersheds American River and Steelhead Creek (delineated by the National Hydrologic Dataset HUC-10).

The project area is primarily within the Lower American River (HUC 1802011102) watershed, with a small portion (approximately 1,820 feet of the norther portion of the project area) in the Upper Steelhead Creek (HUC 1802011103) watershed. Both watersheds drain to the Sacramento River through primarily developed areas consisting of residential and commercial development.

The existing drainage system within the project area consists of roadside drainages that allow water to flow into existing culverts, canals, and streams including Chicken Ranch Slough.

Flooding

According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, the project area is within Zone X, area of minimal flood hazard or area with reduced flood risk due to levee. Chicken Ranch Slough is designated as flood zone AE – floodway (Federal Emergency Management Agency, 2012).

Surface Water Quality

As required by the Porter-Cologne Water Quality Control Act, the Central Valley Regional Water Quality Control Board (RWQCB) has designated beneficial uses for water body segments in its jurisdiction (including the American 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 American River (from Folsom Dam to Sacramento River) consist of the following: municipal and domestic water supply, agricultural irrigation, industry service supply and hydroelectric power, water contact and non-contact recreation, warm and cold freshwater habitat, warm and cold migration and spawning habitat, and wildlife habitat (Central Valley RWQCB, 2019).

The federal Clean Water Act (CWA) Section 303(d) requires states to identify water bodies that do not meet, or are not expected to meet, water quality standards, these are also known as impaired water bodies. 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.

As state previously, Chicken Ranch Slough runs through the project area flowing southwest and eventually discharging into the American River. **Table IS-8** lists the impaired water bodies included in the State Water Resource Control Board's 303(d) list that could receive runoff from the project area.

Table IS-8: Section 303(d) List of Impaired Water Bodies

Impaired Water Body	Pollutant	Source	TMDL Status
Chicken Ranch Slough	Chlorpyrifos	Urban runoff/storm sewers	No expected attainment date; U.S. EPA approved TMDL 2004
	Diazinon	Urban runoff/storm sewers	No expected attainment date; U.S. EPA approved TMDL 2004
	Pyrethroids	Unknown	No expected attainment date; U.S. EPA approved TMDL 2019
	Toxicity	Unknown	Not yet approved
American River, Lower (Nimbus Dam to confluence with Sacramento River)	Bifenthrin	Unknown	Expected completion 2027; not yet approved
	Indicator Bacteria	Unknown	Expected completion 2027; not yet approved
	Mercury	Unknown	Expected completion 2010; not yet approved
	PCBs (Polychlorinated biphenyls)	Unknown	Expected completion 2021; not yet approved
	Pyrethroids	Unknown	Expected completion 2027; not yet approved
	Temperature, water	Unknown	Expected completion 2034; not yet approved
	Toxicity	Unknown	Expected completion 2021; not yet approved

Note:
TMDL – Total Maximum Daily Loads
Data was obtained from the 2020-2022 Integrated Report; the 2024 Integrated Report has been adopted by the State Water Resources Control Board but has not yet been approved by the U.S. Environmental Protection Agency.
Source: (State Water Resources Control Board, 2022)

GROUNDWATER

SUSTAINABLE GROUNDWATER MANAGEMENT

The County is within the Sacramento Valley Groundwater Basin (Basin) which is underlain by an extensive alluvial aquifer system encompassing approximately 3,780,180 acres and divided into

18 subbasins (California Department of Water Resources, 2015). The project area is in the southern portion of the Sacramento Valley - North American Groundwater Subbasin (North American Subbasin), which underlies northern Sacramento, southern Sutter, and western Placer counties and encompasses approximately 342,000 acres (GEI Consultants, 2021).

A draft Groundwater Sustainability Plan for the North American Subbasin was prepared and submitted to the California Department of Water Resources (CA DWR) in January 2022 and approved in July 2023 (Department of Water Resources, 2023). As required by the Sustainable Groundwater Management Act (SGMA), the Groundwater Sustainability Plan includes a description of the setting, hydrogeological conceptual model, comprehensive water budget, basin-wide monitoring network, sustainable management criteria, and projects and management actions necessary to ensure sustainability of the subbasin. Modeling conducted for the Groundwater Sustainability Plan, including the projected conditions water budget scenario 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 North American Subbasin is suitable for nearly all uses, except for 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.

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 60 to 90 feet below ground surface.

IMPACT DISCUSSION

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant. Chicken Ranch Slough intersects the project passing under a bridge on Bell Street through Howe Community Park. Although construction of the project would not result in direct disturbances to any surface water features, ground-disturbing activities and equipment and vehicle use during project construction would be required. Ground-disturbing activities, including excavation and grading, have the potential to result in erosion or other pollutants that could runoff from the project area into Chicken Ranch Slough or other drainages via storm sewers. Construction of the project would result in approximately 2.4 acres of disturbance including approximately 5,000 cubic yards of cut and 515 cubic yards of fill.

Construction of the project would disturb more than one acre of soil; therefore, compliance with the State Water Resources Control Board (SWRCB) Construction General Permit requirements would be required, including the preparation of a site-specific Storm Water Pollution Prevention Plan (SWPPP). Erosion and sediment control measures (e.g., stabilized construction entrances, spray-on soil stabilizers, staked or weighted straw wattles or fiber rolls, silt fences, etc.) to prevent construction debris from entering nearby waters (including Chicken Ranch Slough) would be incorporated into the SWPPP. Additionally, construction of the project would comply with the County's Stormwater Ordinance (Section 15.12), which requires implementation of BMPs to the maximum extent practicable to prevent or minimize non-stormwater or pollutant discharge into County waterways during construction. Therefore, construction of the project, with the implementation of the above, would not violate any water quality standards or waste discharge requirements, nor would it substantially degrade surface or ground water quality, and would result in less than significant impacts.

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

Less than Significant. As described above, the project area is within the North American Subbasin, which encompasses an area of approximately 342,000 acres. Construction of the project would improve pedestrian and bicycle facilities by filling in sidewalk gaps and extending or adding bicycle lanes, which would result in an increase in the impervious surface area within the North American Subbasin. However, the increase in impervious surface area from the implementation of the project would not substantially interfere with groundwater recharge that would impede groundwater management in the basin.

Water may be used for dust suppression during construction of the project; however, any construction water use would be limited in volume and from off-site sources. Operation of the project would not require any connections to water or any long-term water use. Therefore, implementation of the project would not substantially decrease groundwater supplies or interfere with groundwater recharge and would result in less than significant impacts.

c. *Would the project 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 off-site;*

   iii. *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*

   iv. *impede or redirect flood flows?*

Less than Significant. Implementation of the project includes filling in sidewalk gaps along Bell Street which would result in a marginal increase in impervious surface area. Additionally, curb and gutter improvements are proposed for some of the intersections and areas of sidewalk infill within the project area which would improve the drainage system by directing

surface flows to the existing stormwater facilities. The project does not include the installation of new structures, or the alteration of existing water features and no construction is proposed in Chicken Ranch Slough (a designated regulatory floodway by FEMA). During construction there is the potential for erosion from ground disturbing activities. However, as previously discussed compliance with the SWRCB Construction General Permit requirements and the County's Stormwater Ordinance would be required, which would reduce the potential for erosion or siltation. Although construction of the project would result in an increase in impervious surface area, this increase would be marginal and would not result in a substantial increase runoff water that would increase flooding or exceed the capacity of the existing system. Therefore, implementation of the project would not substantially alter the existing drainage pattern of the project area and would result in less than significant impacts on erosion, runoff, and flood flows.

d. Would the project develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?

No Impact. The project includes the construction of sidewalk infill including curb and gutter, improvements to curbs and gutters at intersections, improvements to bicycle facilities, and installation of signs and signals. No new development is included as part of the project. Although a portion of the project area is within a 200-year ULOP area, there would be no impact.

e. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant. The project area is predominantly within FEMA designated Zone X, with Chicken Ranch Slough being designated Zone AE (regulatory floodway). Additionally, there is no construction proposed within Chicken Ranch Slough that would alter or impede water flows. The project area is not within a tsunami or seiche zone. A site specific SWPPP would be developed for the project as part of compliance with the SWRCB Construction General Permit requirements. Therefore, the risk of release of pollutants due to inundation would be minimal and impacts would be less than significant.

f. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. Construction of the project would include compliance with all regulatory requirements including the development of a site specific SWPPP, adherence to the SWRCB Construction General Permit requirements, and following the conditions in the County's Stormwater Ordinance. Additionally, although the project would result in a marginal increase in impervious surface area, construction and operation of the project would not decrease groundwater supply or inhibit groundwater recharge. Therefore, implementation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XII. LAND USE AND PLANNING

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
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 along Bell Street from Hurley Way to Edison Avenue, in the unincorporated Arden-Arcade community in Sacramento County. The project area is predominantly within the existing public right of way; however, additional right of way acquisition would be required to accommodate the proposed improvements. Land use plans that cover the project area include the General Plan and the Arden-Arcade Community Plan (Community Plan).

GENERAL PLAN

The County's General Plan consists of 16 elements that outline the long-range vision for development within the County focused on existing needs and character of the County. The Land Use Element establishes a land use classification system as well as land use policies. Within the project area, Bell Street is designated as a local street in the General Plan, Transportation Diagram (Sacramento County, 2019b). The project area includes low density residential, medium density residential, and commercial and offices land use designations based on the General Plan (**Plate IS-5**).

ARDEN-ARCADE COMMUNITY PLAN

The Arden Arcade Community Plan (Community Plan) was adopted in 1980 to identify specific goals and objectives for the development of the community. The land use designations in the Community Plan are similar to those provided in the General Plan, with the primary land use designation adjacent to the roadway being residential. The schools have a land use designation of residential, public/quasi-public, while the park is identified as recreation (**Plate IS-6**).

ZONING CODE

In addition to the General Plan and the Community Plan, the County's Zoning Code establishes land use zones with standards and regulations for development within those zones. Similar to the General Plan and Community Plan, the project area includes land use zones of low density residential, high density residential, business professional office, light commercial, auto commercial, and recreation (**Plate IS-7**).

Plate IS-5: General Plan Land Use Designations

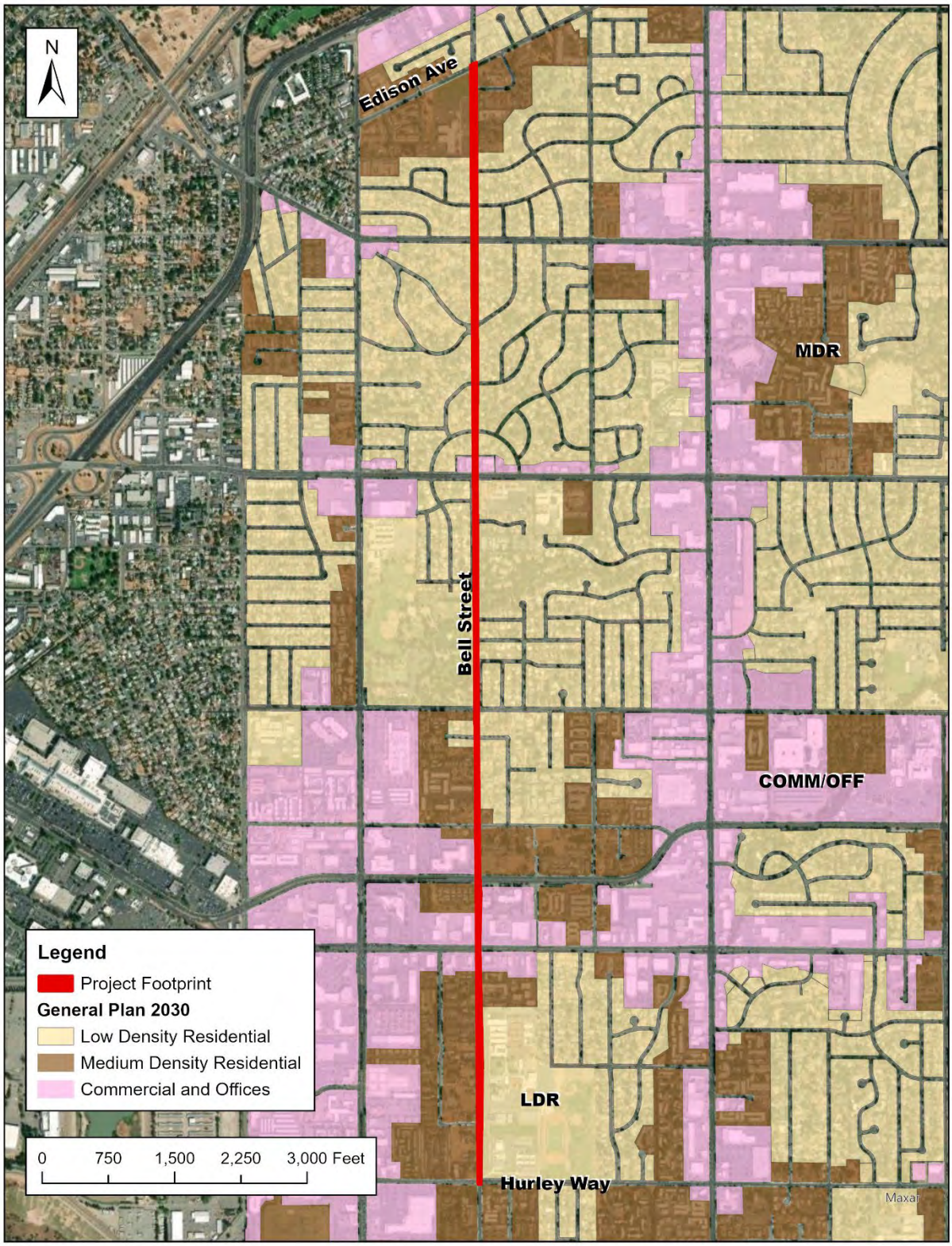


Plate IS-6: Arden-Arcade Community Plan Land Use

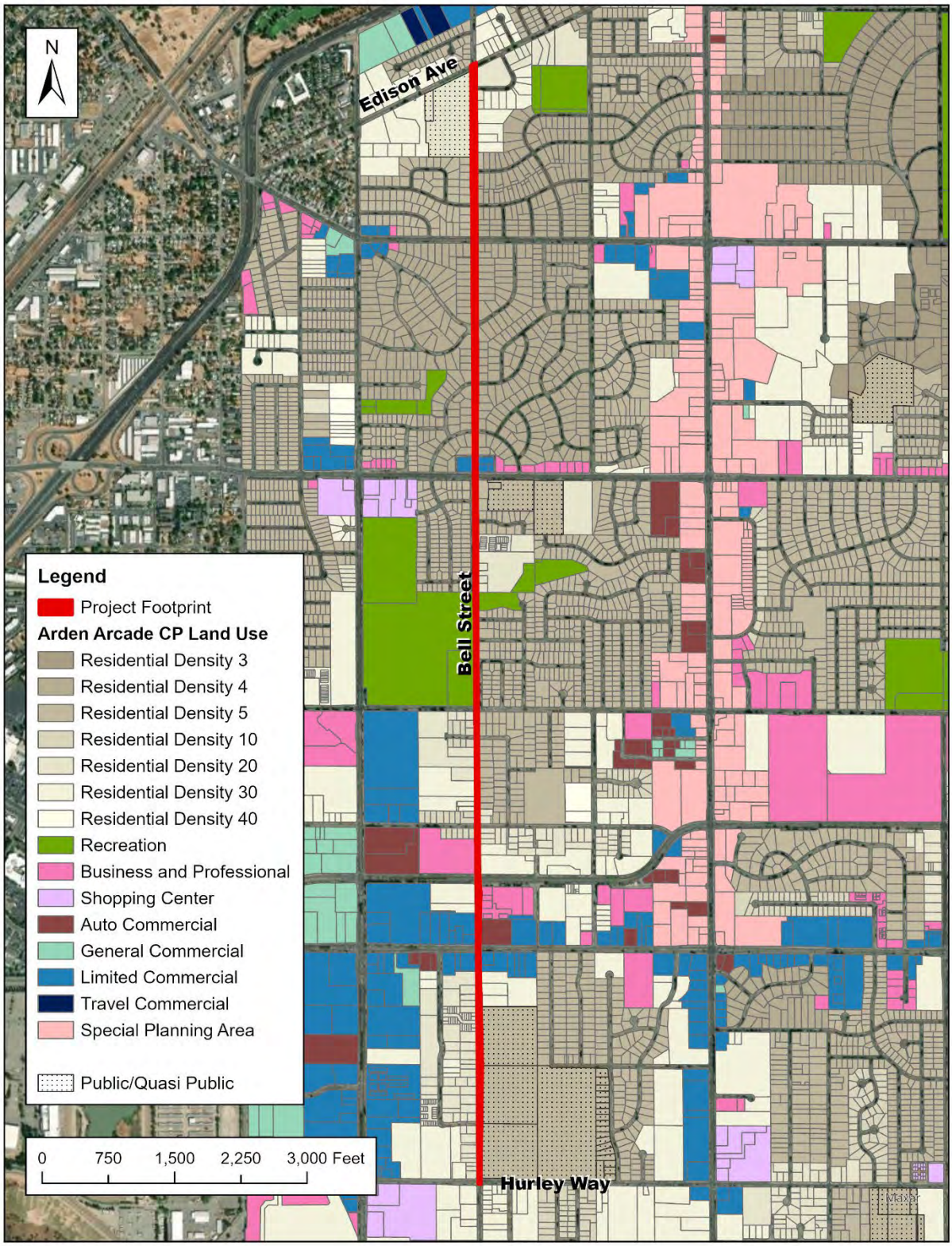
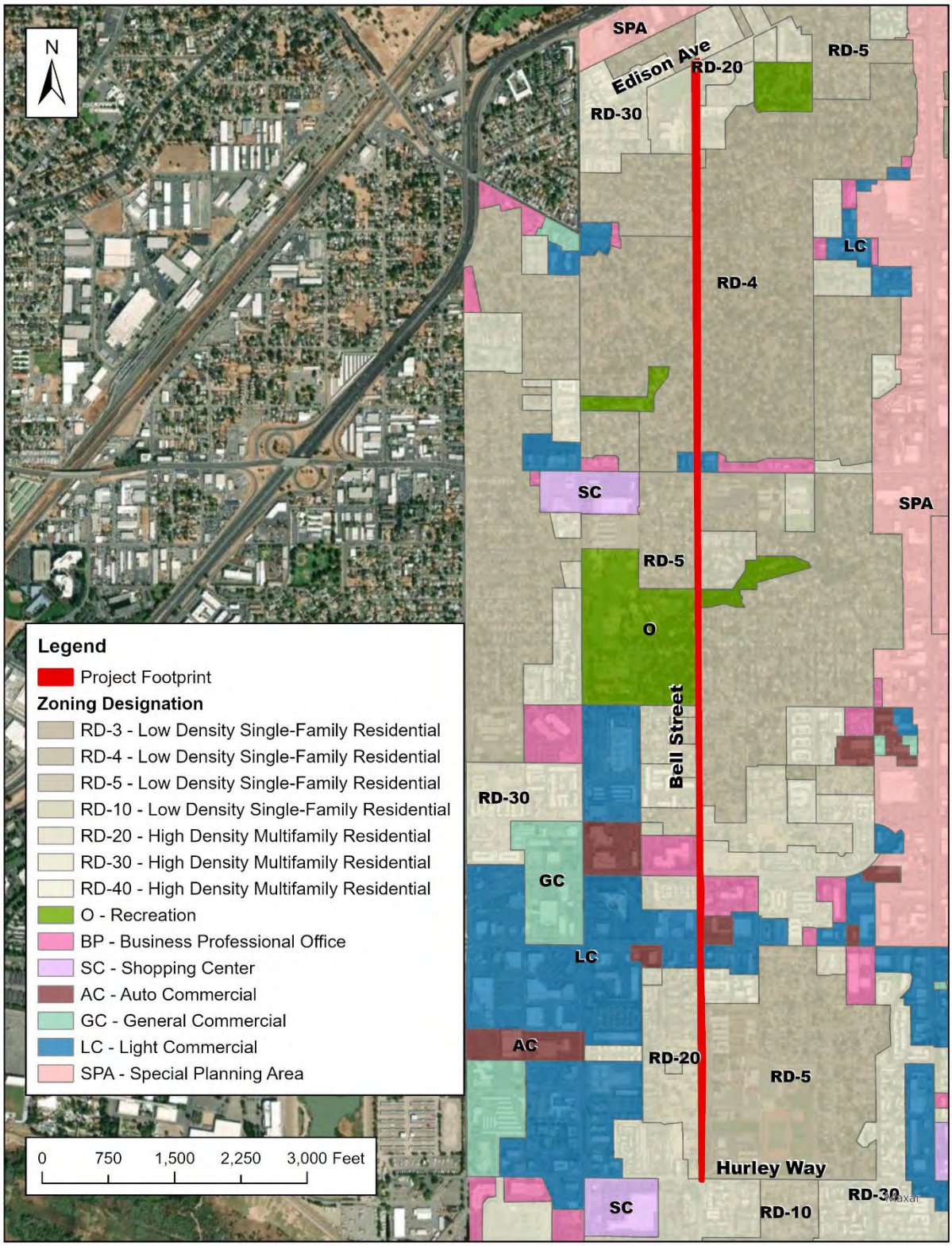


Plate IS-7: County Zoning within Project Area



IMPACT DISCUSSION

a. Would the project physically divide an established community?

No Impact. Construction of the project would improve pedestrian and bicycle facilities along Bell Street, including filling in gaps in the sidewalks and addition of bike lanes. Although rights of way acquisitions are required to complete the project these would be minor and would not physically divide an established community. Implementation of the project would benefit the surrounding area by providing completed sidewalks and additional bike lanes for alternative travel. Therefore, construction of the project would not physically divide the community and there would be no impact.

b. Would the project 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?

Less than Significant with Mitigation. Implementation of the project would be consistent with the General Plan, Community Plan, and Zoning Code. Construction of the project would be required to implement Mitigation Measures BIO-2 and BIO-3 to compensate for impacts to native and non-native trees within the project area which is consistent with the identified plans and policies to avoid or mitigate adverse environmental effects. With the incorporation of these mitigation measures, implementation of the project would not conflict with other local polices or regulations; therefore, impacts would be less than significant.

ENVIRONMENTAL MITIGATION MEASURES

Implement BIO-2 and BIO-3 as previously described in section V. Biological Resources.

XIII. MINERAL RESOURCES

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Result in the loss of availability of a known mineral resource that would be a 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 is in the Arden-Arcade Community, an urbanized unincorporated area of Sacramento County. This area is within a Mineral Resource Zone (MRZ) 1 area, where adequate information indicates there are no significant deposits present or little likelihood exists for their presence (California Department of Conservation, 1999). Additionally, the project area and surrounding vicinity are not delineated as important mineral resource recovery sites in the Sacramento County General Plan.

IMPACT DISCUSSION

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

No Impact. The project area does not contain known mineral resources; therefore, implementation of the project would not result in the loss of availability of mineral resources and there would be no impact.

b. Would the project 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?

No Impact. The project area does not contain known mineral resources and is not delineated as a locally important mineral resource recovery site in the Sacramento County General Plan; therefore, implementation of the project would not result in the loss of availability of mineral resources and there would be no impact.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended.

XIV. NOISE

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project area is within an urbanized portion of the Arden Arcade community. The surrounding properties include residential and commercial land uses. Although the project is considered a transportation project, it is not considered capacity increasing. Therefore, construction of the project would be required to adhere to General Plan Policy NO-8 (Sacramento County, 2022a):

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

County Code Section 6.68.090(e) exempts construction activities from the noise ordinance if they are conducted between the hours of 6:00 a.m. to 8:00 p.m. Monday through Friday and 7:00 a.m. to 8:00 p.m. Saturday and Sunday.

IMPACT DISCUSSION

a. Would the project 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?

Less than Significant. Existing ambient noise levels in the project area consist of vehicle travel along Bell Street and the surround roadways, and noise from adjacent residential and commercial land uses. During project construction, noise from construction activities may intermittently dominate the environment in the project area. Construction of the project would require the use of typical construction equipment (e.g., dump truck, drill rigs, etc.). According to the Federal Highway Administration (FHWA), noise from standard construction equipment ranges from 70 to 95 A-weighted decibels (dBA) in maximum sound level (L_{max}) at 50 feet from the source (Federal Highway Administration, 2006).

Sensitive receptors along Bell Street within the project area include residences, schools, and community parks. As previously mentioned, the County's Municipal Code (Section 6.68.090(e)) exempts construction activities from County's noise standards between the hours of 6:00 a.m. and 8:00 p.m. on weekdays. Construction related noise would be temporary and conducted in accordance with the County's Municipal Code. Operation of the project is not anticipated to generate a permanent increase in ambient noise levels and is expected to operate like existing conditions. Therefore, although implementation of the project would generate an increase in ambient noise levels these would be temporary in nature and would be in accordance with the County's Municipal Code and would result in less than significant impacts.

b. Would the project generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant. Construction of the project has the potential to generate limited groundborne vibration. For the proposed project, the roller used for repaving would be the heaviest and highest vibration-generating construction equipment used during construction. According to the Federal Transit Administration (Federal Transit Authority, 2018), vibration levels associated with the use of a vibratory roller is 0.21 inches per second (in/sec) peak particle velocity (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, the predicted worst-case vibration levels of approximately 0.12 in/sec PPV and 90VdB at the closest existing structures, located approximately 35 feet from the project area. These vibration levels would not exceed 0.2 in/sec PPV criterion identified by the California Department of Transportation (Caltrans) as the level of vibration below which there would be no issue related to structural damage for normal buildings (California Department of Transportation, 2020). However, the project would exceed the 80 VdB, which has been identified as the level that individuals would find the vibration annoying (Federal Transit Authority, 2018). These increases in groundborne vibration noise would be temporary. The long-term operation of the project would include any groundborne vibration sources. Therefore, implementation of the project would not generate excessive groundborne vibration but would temporarily generate groundborne noise levels, and this impact would be less than significant.

Environmental Mitigation Measures

No mitigation measures are recommended.

XV. Population and Housing

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The project area is located within an urban community with a mixture of residential and commercial uses. There are three schools and a community park adjacent to the project area as well.

Impact Discussion

a. Would the project 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)?

No Impact. The project does not include the construction of new homes or businesses, or the development of infrastructure that could indirectly induce population growth. Rather, the project includes improvements to pedestrian and bicycle facilities. Therefore, construction of the project would not induce population growth and there would be no impact.

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

No Impact. The project is located within the public right-of-way, although, rights-of-way acquisitions are proposed these would be limited to small portions fronting Bell Street to accommodate sidewalk and bike lane improvements. Construction of the project would not displace people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XVI. PUBLIC SERVICES

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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 area is in the unincorporated community of Arden-Arcade within a residential area.

FIRE PROTECTION

The project area is within the Sacramento Metropolitan Fire District (SMFD) service area. The closest fire station to the project area is SMFD station 101 located at 3000 Fulton Avenue, approximately 0.5 mile east of the project area. In addition, SMFD station 105 located at 2691 Northrop Avenue is approximately 0.78 mile southeast of the project area.

POLICE PROTECTION

Sacramento County Sheriff's Department provides police protection within the project area. The project area is within the service area of the North Division which provides law enforcement services to the northern portion of the County. The North Division station is located at 5510 Garfield Avenue, approximately five miles northwest of the project area.

SCHOOLS

The project area is within the San Juan Unified School District. As previously described, there are three schools along Bell Street and three more within 0.25-mile of the project area.

PARKS

There are several neighborhood and community parks within 0.25 mile of the project area in the community of Arden-Arcade, including Howe Community Park, Santa Anita Park, Bellview Park, and Bohemian Park.

IMPACT DISCUSSION

a. *Would the project 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?

   No Impact. Full road closures are not anticipated during construction of the project. However, single lane access may be required to construct sections of the sidewalk and associated infrastructure. This could result in temporary congestion resulting in emergency response delays. However, a traffic control plan would be developed prior to the start of construction to minimize traffic and response time delays. Additionally, Bell Street is not a major thoroughfare so regional emergency access would not be adversely affected. Therefore, even with minor traffic delays, emergency response times are expected to remain short.

   Implementation of the project would not induce population growth and would not require the construction of new public service facilities (i.e., fire stations, police stations, schools, parks, etc.) to meet additional demands. Therefore, construction of the project would not cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for public services and there would be no impact.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended.

XVII. RECREATION

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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 which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

The project area is in the unincorporated community Arden-Arcade, within an urbanized area consisting of residential and commercial uses. The project is approximately 12,630 linear feet along Bell Street. There are four neighborhood and regional parks within 0.25-mile of the project area. The closest recreational facility is the Conzelmann Community Center, located in Howe Community Park, approximately 225 feet west of the project area.

Impact 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?

No Impact. Construction of the project would not induce population growth or relocate a work force. However, improvements to the sidewalks and bicycle facilities may provide improved access to the pedestrians and bicycles within the neighborhood to the community and regional parks. This improved access is not anticipated to increase the use of existing neighborhood and regional parks 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 which might have an adverse physical effect on the environment?

No Impact. Implementation of the project does not include the construction of new recreational facilities or the expansion of existing recreational facilities. Therefore, there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XVIII. Transportation

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?	☐	☐	☒	☐
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 Bell Street from Edison Avenue south to Hurley Way. Bell Street is classified as a local street in the General Plan Transportation Plan (Sacramento County, 2019b), with one lane in each direction. Although sidewalks and bike lanes are present in the project area there are gaps along Bell Street.

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 Office of Land Use and Climate Innovation (formerly Office of Planning and Research (OPR)) issued a final advisory to guide lead agencies in implementing SB 743, Technical Advisory on Evaluating Transportation Impacts in CEQA (Office of Planning and Research, 2018).

The Technical Advisory observes that vehicle miles traveled (VMT) is the most appropriate metric to use in evaluating a project's transportation impacts under CEQA. Residential and office projects VMT is assessed using efficiency metrics. Specifically, VMT for residential projects is assessed on a per capita basis while office projects use a per employee basis. 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 can still 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

Following the passage of SB 743, CEQA Guidelines Section 15064.3 established that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose an appropriate methodology and establish thresholds for evaluating VMT.

In October 2020, the County adopted the Transportation Analysis Guidelines (TAG) to provide guidance on VMT analysis. The TAG was developed 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

The Sacramento County General Plan Circulation Element provides a framework to guide the future of the County's transportation system (Sacramento County, 2022b). 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-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, 2022c). It includes a list of future improvements, organized by priority. Improvements to sidewalk and intersections within the project area were included in the ATP.

IMPACT DISCUSSION

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

Less than Significant. Construction activities 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 area. Full road closures are not anticipated. However, temporary lane closures will be required for various construction activities (e.g., removal and delivery of materials, pavement restoration, etc.). 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.

The project is not considered a trip-generating project. While roadway maintenance would be necessary, maintenance would be intermittent and would result in a negligible increase in traffic. Implementation of the project would improve bicycle and pedestrian facilities, which would be consistent with the General Plan and ATP. Therefore, implementation of the project would not result in substantial adverse environmental effect, and impacts would be less than significant.

b. *Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?*

Less than Significant. Typically, construction activities are not subject to VMT, since the purpose of VMT is to capture long-term impacts on transportation from implementation of a project. Therefore, analysis of construction VMT is not warranted (Sacramento County, 2020). Implementation of the project would not generate an increase in traffic other than intermittent maintenance which would result in a minimal increase in VMT during operation.

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 (Office of Planning and Research, 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. Operation of the project can be considered a “small project” pursuant to the Technical Advisory, given that it would result in a minimal increase in VMT, would not be inconsistent with the General Plan, and would not generate more than 110 daily trips. Therefore, implementation of the project would not conflict with CEQA Guidelines 15064.3(b) individually or cumulatively and impacts would be less than significant.

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

No Impact. Construction of the project would improve bicycle and pedestrian facilities within the project area. There are no changes to the existing geometric design of Bell Street or establishment of new land uses or activities. Therefore, implementation of the project would not substantially increase hazards due to geometric design features or incompatible uses and there would be no impact.

d. *Would the project result in inadequate emergency access?*

No Impact. As discussed under Section XVI. Public Services, full road closures are not anticipated during construction. Although, single lane access may be required, resulting in temporary congestion that could delay emergency response. However, Bell Street is not a major thoroughfare so regional emergency access would not be adversely affected. Additionally, a traffic control plan would be developed prior to the start of construction to minimize traffic and response time delays. Upon completion of construction, emergency

access within the project area would return to existing conditions. Therefore, construction of the project would not result in inadequate emergency access and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XIX. Tribal Cultural Resources

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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.	☐	☐	☐	☒

Environmental Setting

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. Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes (Office of Planning and Research, 2017) and may be physical remains or places within a landscape (i.e., gathering places, sacred sites, features, plants, etc.).

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 construction of 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 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 will 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.

In accordance with AB 52, the County sent notification letters to three Native American contacts, Wilton Rancheria, United Auburn Indian Community (UAIC), and Ione Band of Miwok Indians on March 12, 2024. None of the tribes responded within the 30-day period; therefore, the County closed consultation.

Impact 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)?*

    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?*

    No Impact. Implementation of the project would include earthmoving activities along Bell Street, including pavement and soil removal. As discussed in Section VI. Cultural Resources no prehistoric or historic era archaeological and built-environment resources were identified within the project area during the records search conducted. The County also requested a Sacred Lands File search from the Native American Heritage Commission (NAHC) for the project area. The Sacred Lands File search was negative per the written notification provided on March 5, 2024. Additionally, as mentioned above, there was no request for formal consultation from the three tribes contacted. Therefore, implementation of the project would not cause a substantial adverse change in significance of a tribal cultural resource, and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XX. UTILITIES AND SERVICE SYSTEMS

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment 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 foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater 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

The project area is in the urbanized Arden Arcade community with existing utilities including electric, gas, telecommunications, water, and sewer.

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, 2024). 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, biosolids, and other nonhazardous designated debris (CalRecycle, 2024a). 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, industrial, and inert waste (CalRecycle, 2024b).

IMPACT DISCUSSION

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or

telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant. Construction of the project would require relocation and/or adjustment of existing gas, electric, water, sewer, and telecommunication utilities within the project footprint. SacDOT would work with the respective utility providers to coordinate the relocations as needed. However, implementation of the project would not include any new development that would require new or expanded water, wastewater treatment, electrical, natural gas, or telecommunications facilities. Therefore, the impact would be less than significant.

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

No Impact. Implementation of the project would not require connections to water or any long-term operational water use. During construction, water may be used for dust suppression; however, any water used during construction would be limited in volume and supplied from off-site sources; therefore, there would be no impact.

c. Would the project result in a determination by the wastewater 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?

No Impact. Operation of the project would not require connection to any public or private wastewater treatment providers. Portable restrooms would likely be used during construction; therefore, implementation of the project would not require short- or long-term connections to wastewater treatment providers and there would be no impact.

d. Would the project 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?

Less than Significant. 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. As stated above, Kiefer Landfill and L and D Landfill have a large volume of landfill capacity available to serve the construction of the project.

Implementation of the 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 project. Therefore, implementation of the project would not generate waste in 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. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. As discussed above under Item d), implementation of the 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. Therefore, there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XXI. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
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

The project area is in an urban community and is not within or near an SRA or a FHSZ. The closest SRA is east of Grant Line Road, approximately 12.25 miles east of the project area, these lands are rated as moderate FHSZ (California Department of Forestry and Fire Protection, 2024).

The project area is within the Local Responsibility Area for Sacramento County, and fire protection is provided by the Sacramento Metropolitan Fire District (see Section XVI Public Services for further discussion); however, there are no FHSZ in the LRA that encompass the project area (California Department of Forestry and Fire Protection, 2024).

Impact Discussion

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not substantially impair an adopted emergency response or evacuation plan and there would be no impact.

b. Would the project, 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?

No Impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not exacerbate wildfire risks and there would be no impact.

c. Would the project 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?

No Impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not require installation of associated infrastructure and there would be no impact.

d. Would the project 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?

No Impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not expose people or structures to post-fire slope instability or drainage changes and there would be no impact.

Environmental Mitigation Measures

No mitigation measures are recommended.

XXII. Mandatory Findings of Significance

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
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, substantially 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. 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 which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

IMPACT 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, substantially 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?*

Less than Significant with Mitigation. As discussed in Section V. Biological Resources, the project has the potential to significantly degrade the quality of the environment. During construction, required tree removal and construction activities may affect migratory birds. Additionally, there is the potential for the removal of native oak trees as well as removing non-native trees (which would impact tree canopy) to infill sidewalk gaps. However, Mitigation Measures BIO-1, BIO-2, and BIO-3 would be implemented, and impacts would be reduced to less than significant.

As discussed in Section VI. Cultural Resources and Section VIII. Geology and Soils, there is potential for inadvertent discoveries of cultural resources, human remains, and paleontological resources. However, CR-1, CR-2 and GEO-1 would be implemented, and impacts would be reduced to less than significant.

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 area have been identified that would combine with the project to cause cumulative impacts. For all the topics discussed in this Initial Study, impacts resulting from implementation of the project 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 area (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 which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant with Mitigation. The project would result in air emissions during construction of the project. However, Mitigation Measure AQ-1 would be implemented and would reduce this project-specific impact to a less-than-significant level. Therefore, implementation of the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

ENVIRONMENTAL MITIGATION MEASURES

The Mitigation Measures provided below 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.

AQ-1: BEST AVAILABLE CONSTRUCTION EMISSION MEASURES

Relevant SMAQMD Basic Construction Emission Control Practices (BMPs) will be implemented during project construction (Sacramento Metropolitan AQMD, 2019):

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out 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).
- The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. CARB enforces idling limitations and compliance with diesel fleet regulations.
    - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
    - Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].

- 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.

BIO-1: PRECONSTRUCTION NESTING BIRD SURVEYS

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

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

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

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

BIO-2: NATIVE OAK TREE REPLACEMENT

The removal of up to 41.5 inches dbh of native oak trees will be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. Native trees include valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*).

Equivalent compensation based on the following ratio is required:

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

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

1. Species, size and locations of all replacement plantings

2. Method of irrigation

3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot-deep boring hole to provide for adequate drainage

4. Planting, irrigation, and maintenance schedules

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees which do not survive during that period.

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

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

BIO-3: Non-native Tree Canopy Replacement

Removal of 76,323 square feet of non-native tree canopy for roadway improvements will be mitigated by creation of new tree canopy equivalent to the acreage of nonnative tree canopy removed plus 25 percent. New tree canopy acreage will be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Additionally, all replacement plantings will be within the Arden Arcade EJ community.

CR-1: 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 will be taken:

1. There will 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 will 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.

GEO-1: INADVERTENT DISCOVERY OF PALEONTOLOGICAL RESOURCES

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 will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

MITIGATION MEASURE COMPLIANCE

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

LIST OF PREPARERS

LEAD AGENCY

Environmental Coordinator	Julie Newton
Senior Planner	Kevin Messerschmitt
Senior Planner	Anastasia Shippey
Office Manager	Belinda Wekesa-Batts
Administrative Support	Justin Maulit

REFERENCES/CITATIONS

Airport Land Use Commission. (1992). *McClellan Air Force Base Comprehensive Land Use Plan.* Adopted 1987, Amended 1992. Retrieved June 13, 2024, from https://www.sacog.org/planning/land-use/airport-planning/comprehensive-land-use-planning-maps

Branum, D., Chen, R., Petersen, M., & Wills, C. (2016). *Earthquake Shaking Potential for California.* digitized by the California Department of Conservation. Retrieved June 17, 2024, from https://www.conservation.ca.gov/cgs/psha

California Department of Conservation. (1999). *Mineral Land Classification Map of PCC-Grade Aggregate Resources in Sacramento County, Plate 3.* Division of Mines. Retrieved August 9, 2024, from https://maps.conservation.ca.gov/mineralresources/

California Department of Conservation. (2022). EQ Zapp: California Earthquake Hazards Zone Application. Sacramento, CA. Retrieved June 17, 2024, from https://www.conservation.ca.gov/cgs/sh/eqzapp

California Department of Conservation. (2023). *Sacramento County Important Farmland 2020.* Retrieved June 13, 2024, from https://www.conservation.ca.gov/dlrp/fmmp/Pages/Sacramento.aspx

California Department of Fish and Wildlife. (2017). *Habitat Connectivity Viewer - Terrestrial Connectivity ACE [ds2734]*. Retrieved October 24, 2024, from Biogeographic Information and Observation Systems: https://wildlife.ca.gov/Data/BIOS

California Department of Fish and Wildlife. (2024). *California Natural Diversity Database.* Retrieved October 2, 2024, from https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data

California Department of Forestry and Fire Protection. (2024). *Fire Hazard Severity Zone Viewer*. Retrieved November 1, 2024, from Fire Hazard Severity Zones: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/

California Department of Transportation. (2020). *Transportation and Construction Vibration Guidance Manual.* Retrieved October 30, 2024, from https://dot.ca.gov/programs/environmental-analysis/noise-vibration/guidance-manuals

California Department of Water Resources. (2015). Chapter 7. Sacramento River Hydrologic Region. *California's Groundwater Update 2013 - A Compilation of Enhanced Content for California Water Plan Update 2013*. Retrieved October 30, 2024, from https://data.cnra.ca.gov/dataset/california-water-plan-groundwater-update-2013

California Geological Survey. (2002). *California Geomorphic Provinces, Note 36.* California Department of Conservation. Retrieved June 18, 2024, from https://www.conservation.ca.gov/cgs/Documents/Publications/CGS-Notes/CGS-Note-36.pdf

California Native Plant Society, Rare Plant Program. (2024). *Rare Plant Inventory (online edition, v9.5).* Retrieved October 2, 2024, from https://www.rareplants.cnps.org

CalRecycle. (2024a). *SWIS Facility/Site Summary Sacramento County Landfill (Kiefer) (34-AA-0001)*. Retrieved November 1, 2024, from Solid Waste Information System (SWIS): https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2507

CalRecycle. (2024b). *SWIS Facility/Site Activity Details L and D Landfill (34-AA-0020)*. Retrieved November 1, 2024, from Solid Waste Information System (SWIS): https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2087?siteID=2524

Central Valley RWQCB. (2019). *The Water Quality Control Plan (Basin Plan) for the Sacramento River Basin and the San Joaquin River Basin.* Retrieved October 30, 2024, from https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Department of Toxic Substances Control. (2024). EnviroStor. Retrieved April 22, 2024, from https://www.envirostor.dtsc.ca.gov/public/

Department of Water Resources. (2023). *Sacramento Valley - North American Subbasin 2022 GSP Approved.* Retrieved October 30, 2024, from https://rwah2o.org/long-term-groundwater-sustainability-plan-secures-state-approval/

Federal Emergency Management Agency. (2012). *Flood Insurance Rate Maps Nos. 06067C0181H and 06067C0183H.* FEMA: Flood Map Service Center. Retrieved October 30, 2024, from https://msc.fema.gov/portal/home

Federal Highway Administration. (2006). *Construction Noise Handbook.* Retrieved October 30, 2024, from https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/

Federal Transit Authority. (2018). *Transit Noise and Vibration Impact Assessment Manual.* Retrieved October 30, 2024, from https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123

GEI Consultants. (2021). *North American Subbasin Groundwater Sustainability Plan.* Retrieved October 30, 2024, from https://nasbgroundwater.org/gsp/

Jepson Flora Project (eds). (2024). *Jepson eFlora.* Retrieved October 30, 2024, from https://ucjeps.berkeley.edu/eflora/

National Audubon Society. (2024). *Guide to North American Birds*. Retrieved October 2, 2024, from Audubon: https://www.audubon.org/bird-guide

National Oceanic and Atmospheric Administration. (2024). *National Weather Service*. Retrieved October 22, 2024, from Climate - NOWData: https://www.weather.gov/wrh/climate?wfo=sto

National Wildlife Federation. (2024). *Wildlife Guide*. Retrieved October 2, 2024, from National Wildlife Federation: https://www.nwf.org/Educational-Resources/Wildlife-Guide

Natural Resources Conservation Service. (2024). *Custom Soil Resource Report for Sacramento County, CA.* US Department of Agriculture.

Office of Planning and Research. (2017). *Technical Advisory AB 52 and Tribal Cultural Resources in CEQA.* Retrieved October 30, 2024, from https://lci.ca.gov/ceqa/tribal/

Office of Planning and Research. (2018). *Technical Advisory on Evaluating Transportation Impacts in CEQA.* Retrieved November 1, 2024, from https://lci.ca.gov/ceqa/sb-743/

Sacramento County. (1980). *Arden-Arcade Community Plan.* Retrieved August 23, 2024, from https://planning.saccounty.gov/LandUseRegulationDocuments/Pages/SpecificPlansCommunityPlansSpecialProjects.aspx

Sacramento County. (2011). *Sacramento County General Plan of 2005-2030.* Retrieved June 13, 2024, from https://planning.saccounty.gov/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx

Sacramento County. (2019a). Environmental Justice Element. *General Plan* . Retrieved August 23, 2024, from https://planning.saccounty.gov/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx

Sacramento County. (2019b). *General Plan Transportation Element; Transportation Plan Roadway Components.* Retrieved August 23, 2024, from https://planning.saccounty.gov/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx

Sacramento County. (2020). *Transportation Analysis Guidelines.* Retrieved November 1, 2024, from https://sacdot.saccounty.net/Pages/Traffic-Studies.aspx

Sacramento County. (2022a). Noise Element. *General Plan* . Retrieved June 13, 2024, from https://planning.saccounty.gov/LandUseRegulationDocuments/Documents/General-Plan/14.%20Noise%20Element%20-%20Amended%2012-13-22.pdf

Sacramento County. (2022b). Circulation Element. *General Plan*. Retrieved November 1, 2024, from https://planning.saccounty.gov/PlansandProjectsIn-Progress/Pages/GeneralPlan.aspx

Sacramento County. (2022c). *Active Transportation Plan.* Retrieved November 1, 2024, from https://sacdot.saccounty.net/Pages/Active%20Transportation.aspx

Sacramento County. (2024). *Sacramento County Certified Construction & Demolition (C&D) Sorting Facilities*. Retrieved November 1, 2024, from Waste Management and Recycling: https://wmr.saccounty.gov/Pages/CDDebrisSortingFacilities.aspx

Sacramento Metropolitan AQMD. (2013). *PM2.5 Implementation/Maintenance Plan and Redesignation Request for Sacramento PM2.5 Nonattainment Area.* Retrieved July 24, 2024, from https://www.airquality.org/air-quality-health/air-quality-plans

Sacramento Metropolitan AQMD. (2017). *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan.* Retrieved July 24, 2024, from https://www.airquality.org/air-quality-health/air-quality-plans

Sacramento Metropolitan AQMD. (2019). Basic Construction Emission Control Practices (Best Management Practices). *CEQA Guide, Chapter 3 Appendix*. Retrieved July 9, 2024, from https://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools

Sacramento Metropolitan AQMD. (2020a). SMAQMD Thresholds of Significance Table. *SMAQMD CEQA Guide, Chapter 2 Appendix*. Retrieved July 3, 2024, from https://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools

Sacramento Metropolitan AQMD. (2020b). Construction-Generated Criteria Air Pollutant and Precursor Emissions. *SMAQMD CEQA Guide, Chapter 3*. Retrieved July 26, 2024, from https://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools

Sacramento Metropolitan AQMD. (2021). *Second 10-Year PM10 Maintenance Plan for Sacramento County.* Retrieved July 26, 2024, from https://www.airquality.org/air-quality-health/air-quality-plans

Sacramento Metropolitan AQMD. (2022). Road Construction Emissions Model, Version 9.0.1. Retrieved July 3, 2024, from https://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools

Sacramento Metropolitan AQMD. (2023). *Sacramento Regional 2015 NAAQS 8-Hour Attainment and Reasonable Further Progress Plan.* Retrieved July 24, 2024, from https://www.airquality.org/air-quality-health/air-quality-plans

Sacramento Metropolitan AQMD. (2024). *Air Quality Pollutants and Standards*. Retrieved June 28, 2024, from Air Quality and Health: https://www.airquality.org/air-quality-health/air-quality-pollutants-and-standards

State Water Resources Control Board. (2022). *California 2020-2022 Integrated Report, Clean Water Act 303(d) List and 305(b) Report.* Retrieved October 30, 2024, from

https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html

State Water Resources Control Board. (2024). GeoTracker. Retrieved April 22, 2024, from https://geotracker.waterboards.ca.gov/

U.S Fish and Wildlife Service. (2024a). *Information Planning and Consultation Species List.* Retrieved October 2, 2024, from https://ipac.ecosphere.fws.gov/

U.S. Environmental Protection Agency. (2024). *National Priorities List (NPL) Sites - by State.* Retrieved August 1, 2024, from https://www.epa.gov/superfund/national-priorities-list-npl-sites-state

U.S. Fish and Wildlife Service. (2024b). *Species*. Retrieved October 2, 2024, from U.S Fish and Wildlife Service: https://www.fws.gov/species

University of California Museum of Paleontology. (2024). UCMP Specimen Search. Retrieved July 31, 2024, from https://ucmpdb.berkeley.edu/

APPENDIX A

Bell Street SRTS Pedestrian and Bicycle Improvements

MATCH LINE SEE SHEET S-2

LEGEND:

CONSTRUCT SIDEWALK INFILL

CONSTRUCT CURB AND GUTTER

40' 0 40' 80'

GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:
DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

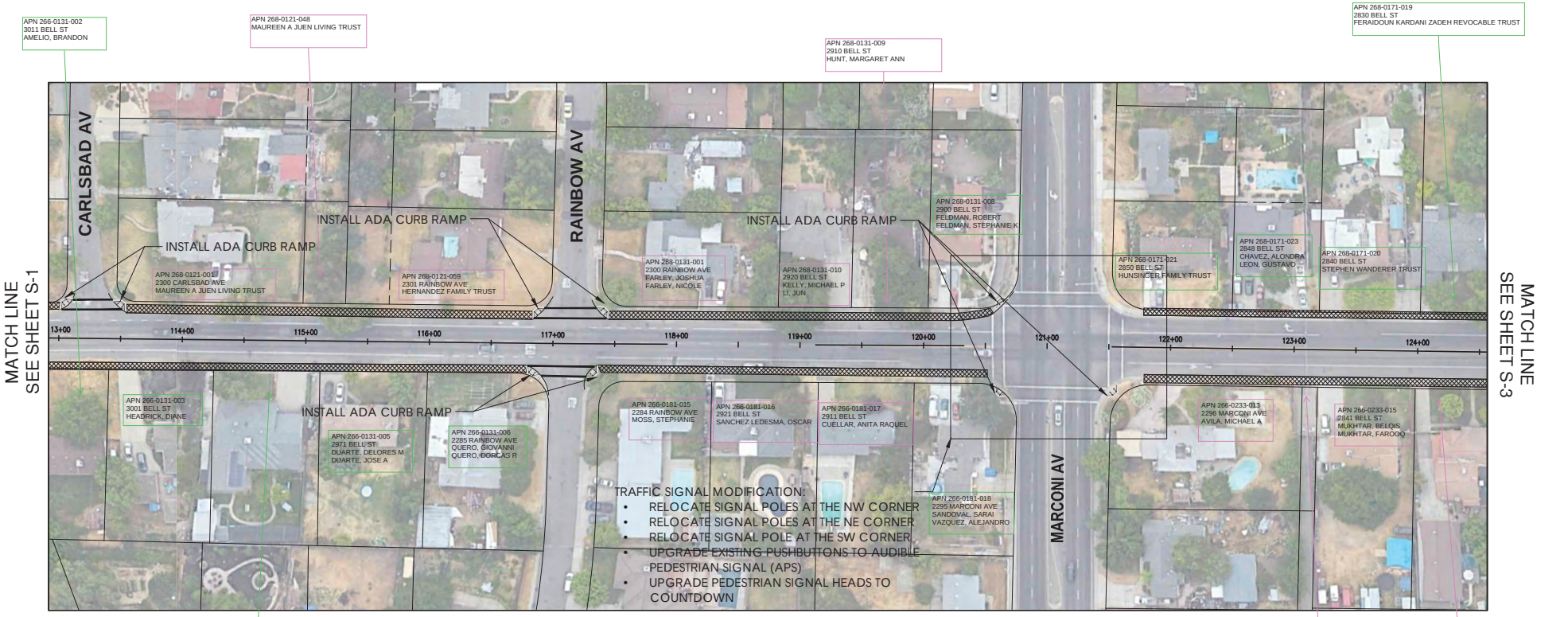
REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO. S-1

SHT 3 OF 13



DRAWN	DESIGNED	HORIZONTAL SCALE
HI		AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE
		N/A
APPROVED		
		CONTRACT NO.
ENGINEER	DATE	

PREPARED BY:
DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

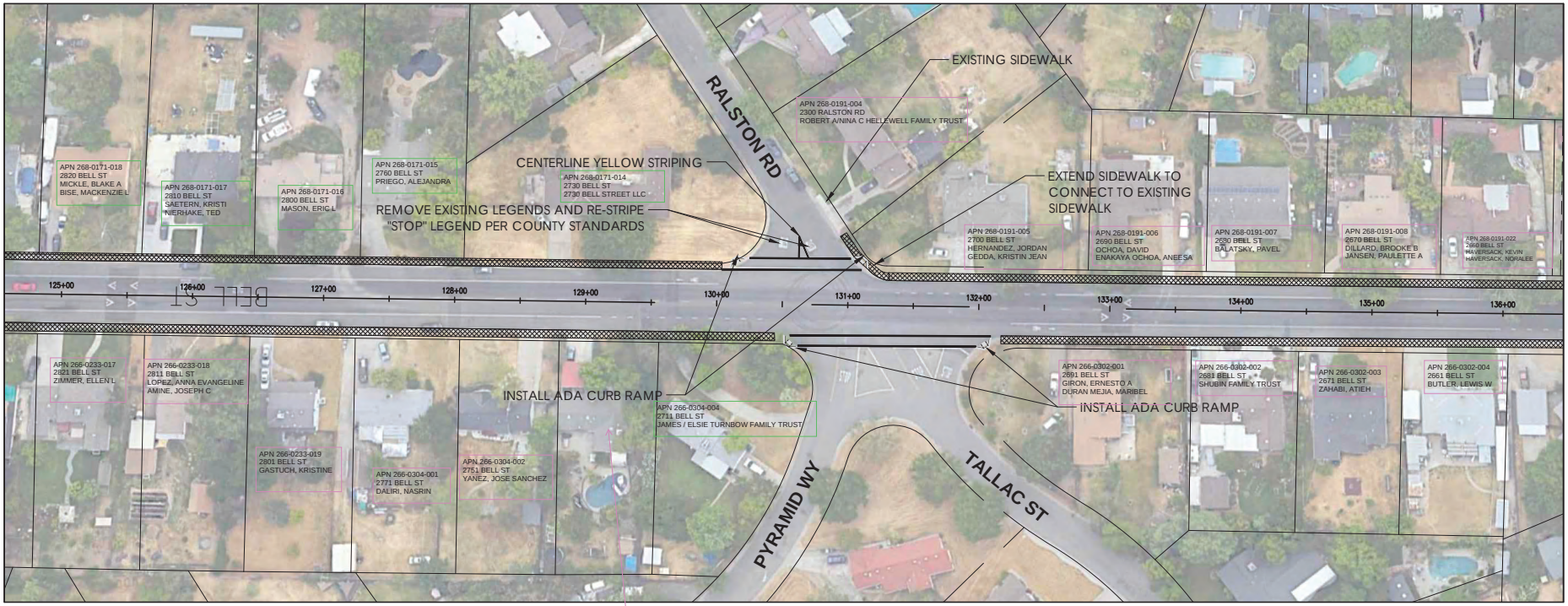
REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT

CONCEPTUAL PLANS

DRAWING NO.
S-2



MATCH LINE
SEE SHEET S-2

MATCH LINE
SEE SHEET S-4

N

LEGEND:

CONSTRUCT SIDEWALK INFILL

CONSTRUCT CURB AND GUTTER

40' 0 40' 80'
GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

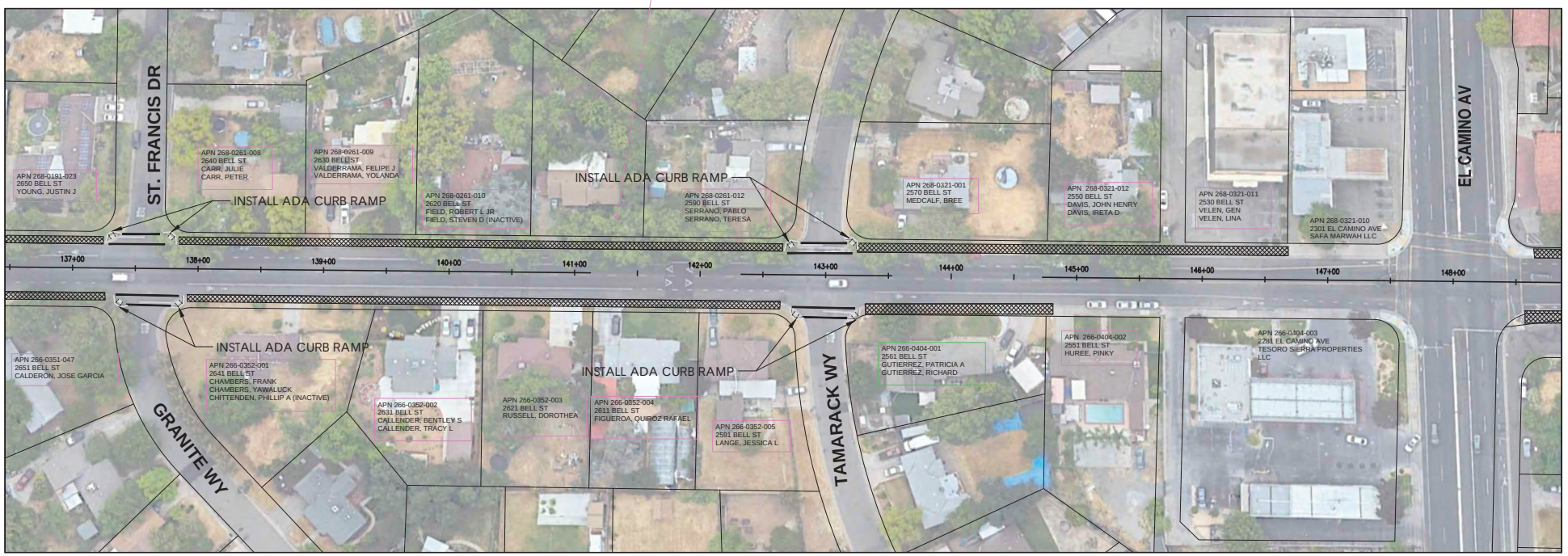
PREPARED BY:
DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO.
S-3
SHT 5 OF 13



MATCH LINE SEE SHEET S-3

MATCH LINE SEE SHEET S-5

LEGEND:

CONSTRUCT SIDEWALK INFILL

CONSTRUCT CURB AND GUTTER

40' 0 40' 80'
GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:
DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

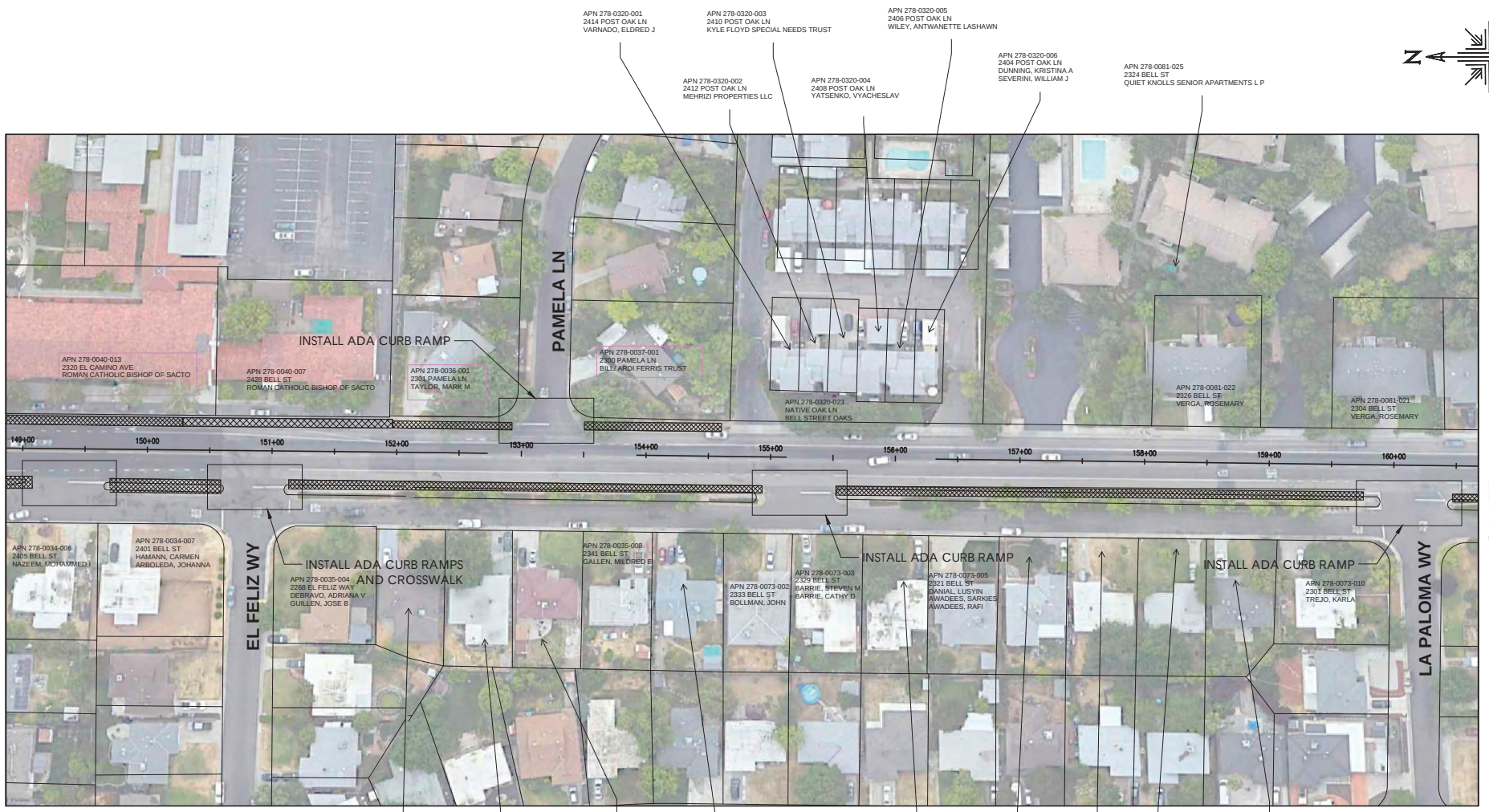
REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO. S-4

SHT 6 OF 13



LEGEND:

CONSTRUCT SIDEWALK INFILL

CONSTRUCT CURB AND GUTTER

40' 0 40' 80'

GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:

DKS

1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT

CONCEPTUAL PLANS

DRAWING NO. S-5

SHT 7 OF 13

MATCH LINE
SEE SHEET S-5

MATCH LINE
SEE SHEET S-7

LEGEND:

CONSTRUCT SIDEWALK INFILL

CONSTRUCT CURB AND GUTTER

40' 0 40' 80'
GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:
DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO.
S-6
SHT 8 OF 13

LEGEND:

CONSTRUCT SIDEWALK INFILL

CONSTRUCT CURB AND GUTTER

40' 0 40' 80'
GRAPHIC SCALE: 1"=40'

DRAWN	DESIGNED	HORIZONTAL SCALE
HI		AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE
		N/A
APPROVED		CONTRACT NO.
ENGINEER	DATE	

PREPARED BY:

DKS

1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT

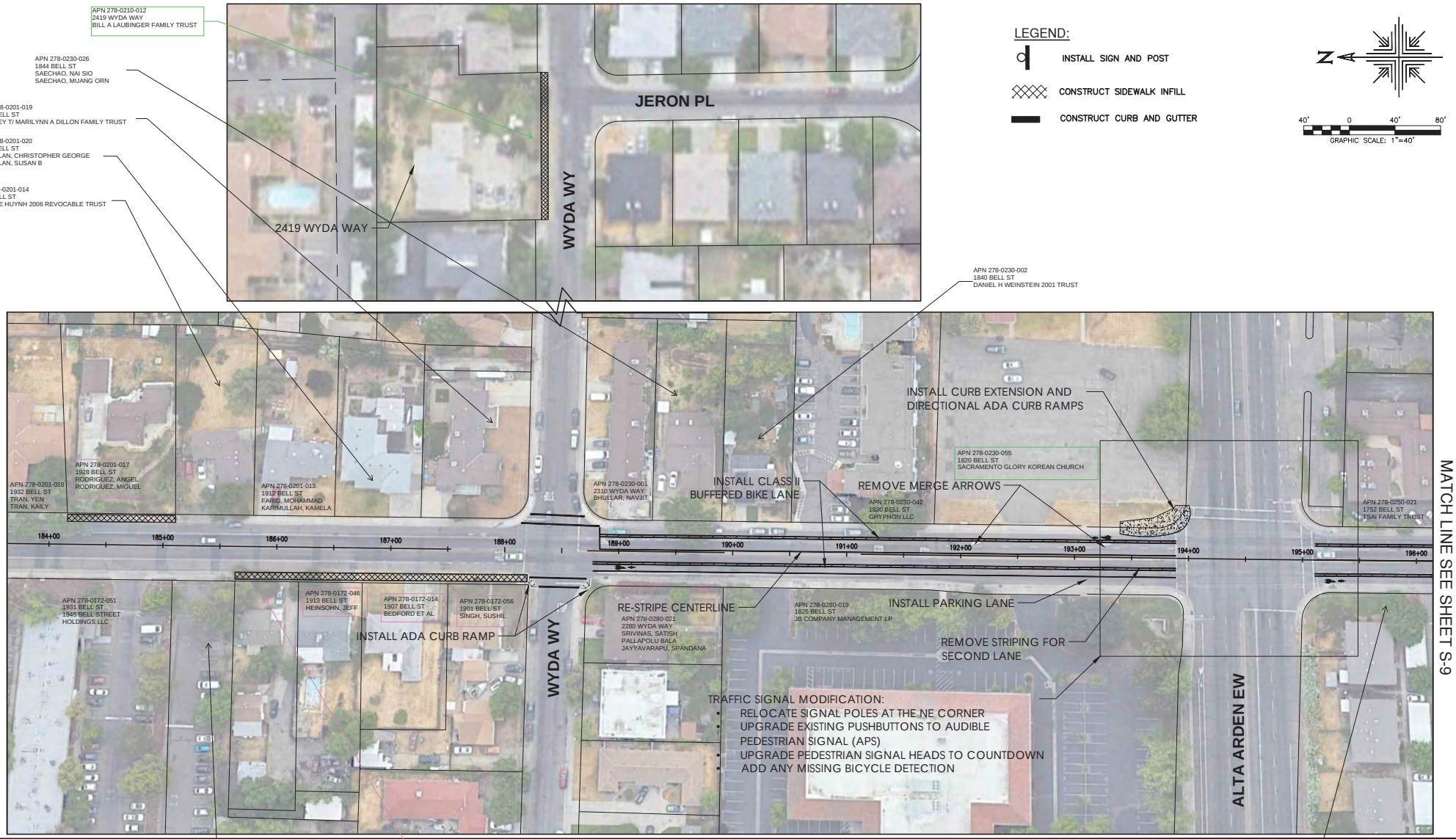
CONCEPTUAL PLANS

DRAWING NO.
S-7

SHT 9 OF 13

FILENAME: Bell St Concept 4-05-23 12:43pm nguyentam XREFS: BORDER | 348-167 | 346-167 | 344-167 | 342-167 | 340-167 | 338-167 | 336-167 | 340-170

Last Saved By: nguyentam 4-05-23 10:47am



DRAWN	DESIGNED	HORIZONTAL SCALE
HI		AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE
		N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:

DKS

APN 278-0172-048
1917 BELL ST
MAKAROVA, YEKATERINA OLEGOVNA

1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

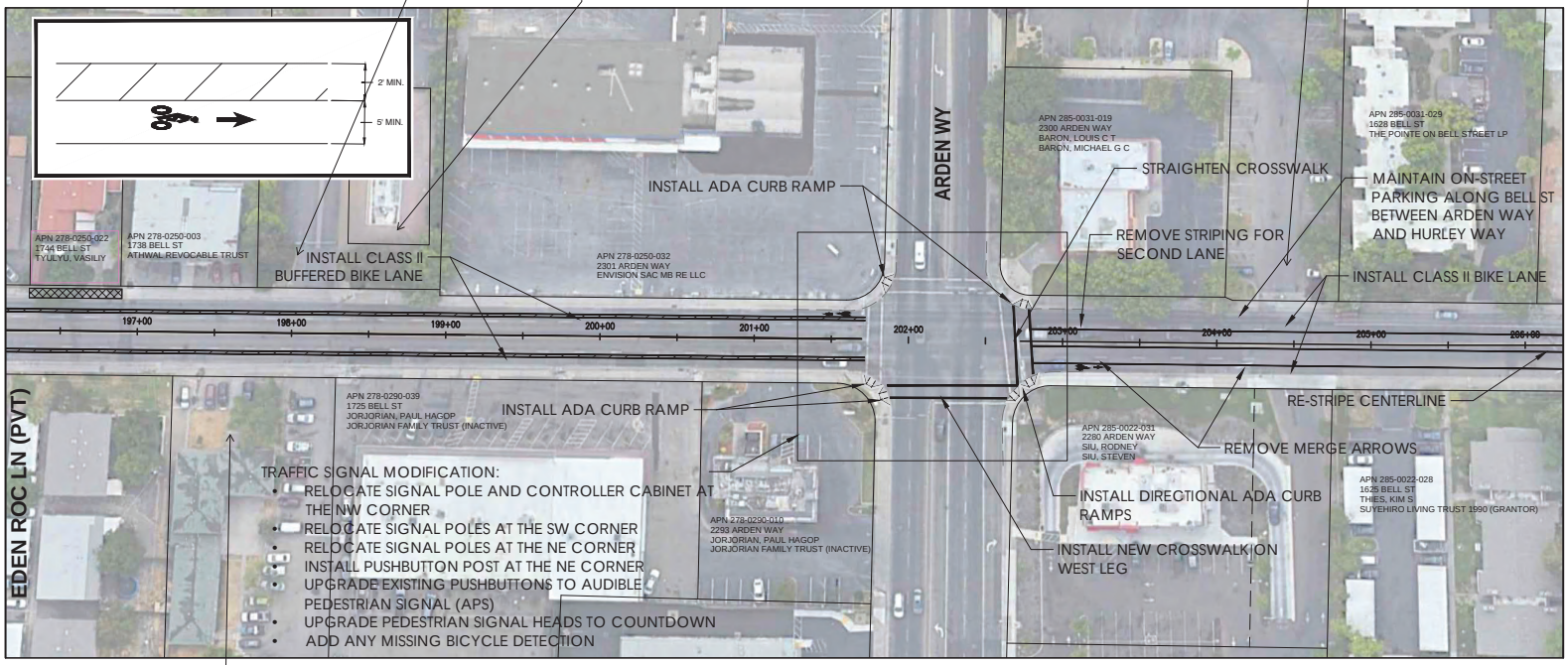
NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT

CONCEPTUAL PLANS

DRAWING NO.
S-8

SHT 10 OF 13



MATCH LINE
SEE SHEET S-8

MATCH LINE
SEE SHEET S-10

N

40' 0 40' 80'
GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:

DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

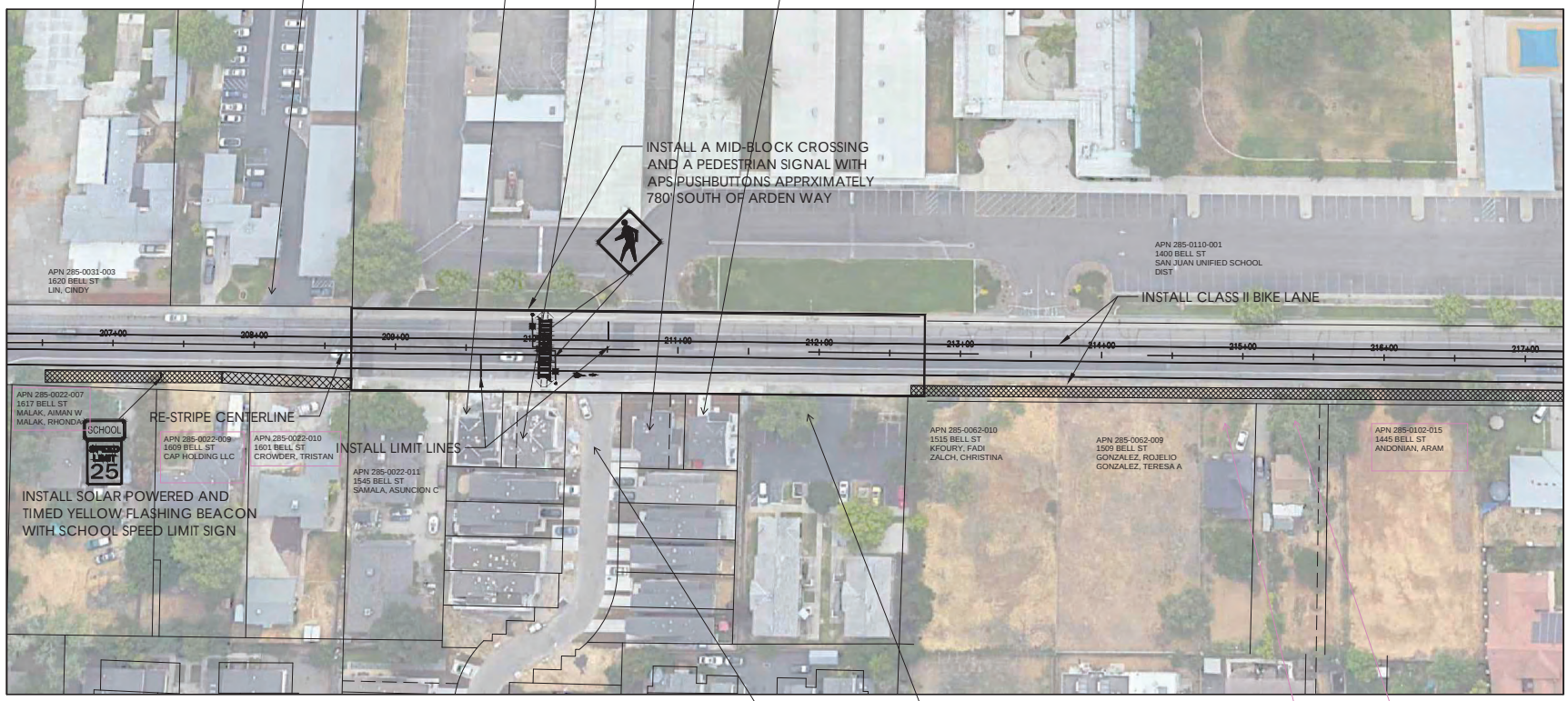
REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO.
S-9
SHT 11 OF 13

Last Saved By: nguyentam 4-05-23 10:47am



MATCH LINE
SEE SHEET S-9

MATCH LINE
SEE SHEET S-11

N

LEGEND:

- CONSTRUCT SIDEWALK INFILL
- CONSTRUCT CURB AND GUTTER
- INSTALL SIGN AND POST
- INSTALL SIGNAL POLE AND MAST ARM WITH LUMINAIRE
- INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD
- INSTALL SIGNAL HEAD WITH BACKPLATE

40' 0 40' 80'
GRAPHIC SCALE: 1"=40'

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		CONTRACT NO.
ENGINEER	DATE	

PREPARED BY:
DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

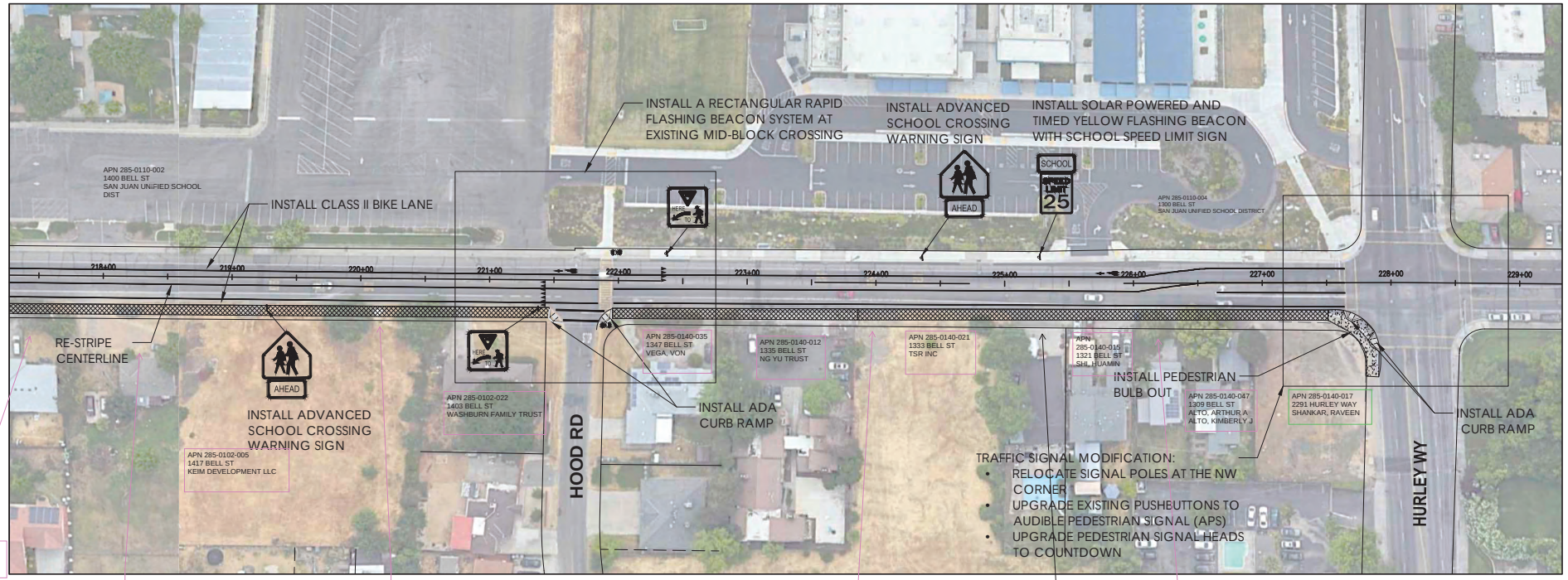
NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO.
S-10
SHT 12 OF 13

I:\FILENAME\ Bell St Concept 4-05-23 12:42pm nguyentam N XREFs\ BORDER | 348-167 | 346-167 | 344-167 | 340-167 | 338-167 | 336-167 | 346-170 |<--

Last Saved By: nguyentam 4-05-23 10:47am



LEGEND:

- CONSTRUCT SIDEWALK INFILL
- CONSTRUCT CURB AND GUTTER
- INSTALL SIGN AND POST
- 2018 CALTRANS STANDARD PLAN A24E YIELD LINE
- INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM WITH SOLAR PANEL, BACK-TO-BACK S1-1 AND W16-7P SIGNS, APS VIBRO-AUDIO PEDESTRIAN PUSH BUTTON ASSEMBLY WITH FACE PLATES AND MOUNTING HARDWARE ON CALTRANS TYPE 1-B POLE

DRAWN: HI	DESIGNED	HORIZONTAL SCALE: AS SHOWN
CHECKED	DATE CHECKED	VERTICAL SCALE: N/A
APPROVED		
ENGINEER	DATE	CONTRACT NO.

PREPARED BY:

DKS
1970 Broadway, Suite #740
Oakland, California 94612-2219
Tel.: 510-763-2061
Fax: 510-268-1739

REVISIONS

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

BELL STREET
SAFE ROUTES TO SCHOOL PROJECT
CONCEPTUAL PLANS

DRAWING NO. S-11

SHT 13 OF 13

APPENDIX B

Road Construction Emissions Model

Road Construction Emissions Model, Version 9.0.1

Daily Emission Estimates for -> Bell Street SRTS

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.94	10.37	8.36	0.48	0.38	0.10	0.34	0.32	0.02	0.03	2,527.80	0.59	0.08	2,566.47
Grading/Excavation	3.74	35.06	35.51	1.58	1.48	0.10	1.33	1.30	0.02	0.09	8,844.62	2.52	0.14	8,949.94
Drainage/Utilities/Sub-Grade	2.43	26.06	21.91	1.01	0.91	0.10	0.84	0.82	0.02	0.06	5,477.31	1.08	0.07	5,526.61
Paving	1.10	15.62	10.14	0.51	0.51	0.00	0.43	0.43	0.00	0.03	2,731.91	0.66	0.07	2,768.15
Maximum (pounds/day)	3.74	35.06	35.51	1.58	1.48	0.10	1.33	1.30	0.02	0.09	8,844.62	2.52	0.14	8,949.94
Total (tons/construction project)	0.44	4.45	4.11	0.19	0.17	0.01	0.16	0.15	0.00	0.01	1,037.16	0.27	0.02	1,048.96

Notes:

Project Start Year ->	2026
Project Length (months) ->	15
Total Project Area (acres) ->	17
Maximum Area Disturbed/Day (acres) ->	0
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	2	1	30	30	400	40
Grading/Excavation	11	1	30	30	1,000	40
Drainage/Utilities/Sub-Grade	0	0	0	0	760	40
Paving	0	4	0	30	600	40

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

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Bell Street SRTS

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.02	0.17	0.14	0.01	0.01	0.00	0.01	0.01	0.00	0.00	41.71	0.01	0.00	38.42
Grading/Excavation	0.28	2.60	2.64	0.12	0.11	0.01	0.10	0.10	0.00	0.01	656.71	0.19	0.01	602.86
Drainage/Utilities/Sub-Grade	0.12	1.29	1.08	0.05	0.05	0.00	0.04	0.04	0.00	0.00	271.13	0.05	0.00	248.18
Paving	0.03	0.39	0.25	0.01	0.01	0.00	0.01	0.01	0.00	0.00	67.61	0.02	0.00	62.15
Maximum (tons/phase)	0.28	2.60	2.64	0.12	0.11	0.01	0.10	0.10	0.00	0.01	656.71	0.19	0.01	602.86
Total (tons/construction project)	0.44	4.45	4.11	0.19	0.17	0.01	0.16	0.15	0.00	0.01	1037.16	0.27	0.02	951.61

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

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

APPENDIX C

Bell Street SRTS Tree Inventory

LEGEND:

TREE TO BE PROTECTED IN PLACE — TOTAL: 78

TREE TO BE REMOVED — TOTAL: 84

TREE INVENTORY- BELL STREET

TREE INVENTORY:

#	LOCATION/APN	TYPE	ACTION
1	285-0140-047	24" CAMPHOR	PROTECT IN PLACE
2	285-0140-046	12" ELM	REMOVE TREE
3	COUNTY ROW	2" & 5" MULTI-TRUNK, CHINESE PISTACHE	REMOVE TREE
4	NOT USED	NOT USED	NOT USED
5	COUNTY ROW	3"-4" MULTI-TRUNK, CHINESE PISTACHE	REMOVE TREE
6	COUNTY ROW	3"-10.5" MULTI-TRUNK, CORK OAK	REMOVE TREE
7	COUNTY ROW	DEAD TREE	REMOVE TREE
8	COUNTY ROW	3"-5" MULTI-TRUNK, PISTACHE	REMOVE TREE
9	285-0102-006	3"-8" MULTI-TRUNK, CORK OAK	PROTECT IN PLACE
10	285-0102-006	9.5" CORK OAK	PROTECT IN PLACE
11	COUNTY ROW	7" CORK OAK	REMOVE TREE
12	285-0102-027	16" PINE	REMOVE TREE
13	COUNTY ROW	8.5" & 19" CORK OAK	REMOVE TREE
14	COUNTY ROW	DEAD PINE	REMOVE TREE
15	COUNTY ROW	16.5" PINE	REMOVE TREE
16	COUNTY ROW	11.5 PINE	REMOVE TREE
17	COUNTY ROW	DEAD PINE	REMOVE TREE
18	COUNTY ROW	STUMP	REMOVE TREE
19	COUNTY ROW	8" & 8" MULTI-TRUNK, LIVE OAK	REMOVE TREE
20	COUNTY ROW	10"-14" MULTI-TRUNK, ELM	PROTECT IN PLACE
21	COUNTY ROW	8" PALM	REMOVE TREE

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL
EDISON AVENUE TO HURLEY WAY

DATE | REVISIONS | APPR.

LICENSED LANDSCAPE ARCHITECT — STATE OF CALIFORNIA — No. 6002

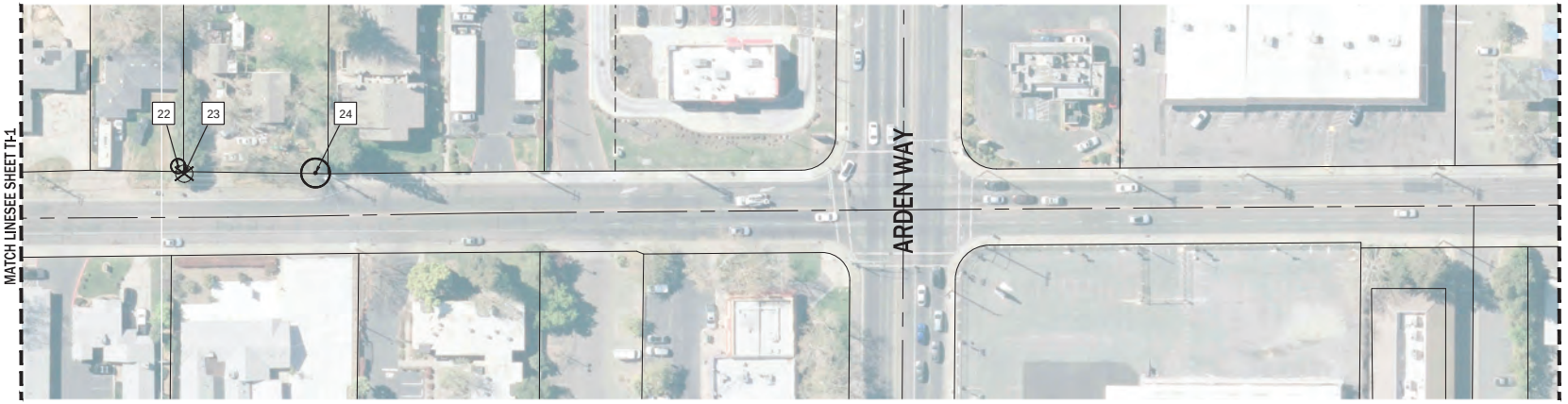
PREPARED BY | DATE
SURVEY: ____
DRAWN: CN 03/2024
DESIGN: N/A 03/2024
CHECK: HMA 03/2024

SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A

DRAWING TI-1 OF TI-9

SHEET 1 OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy



TREE INVENTORY- BELL STREET

TREE INVENTORY:

(#)	LOCATION/APN	TYPE	ACTION
(22)	285-0022-009	4"-10" MULTI-TRUNK, PRIVET	PROTECT IN PLACE
(23)	COUNTY ROW	6"-10" MULTI-TRUNK, PRIVET	REMOVE TREE
(24)	285-0022-007	22" LOCUST	PROTECT IN PLACE
(25)	NOT USED	NOT USED	NOT USED

DATE | REVISIONS | APPR.

LICENSED LANDSCAPE ARCHITECT — STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL

EDISON AVENUE TO HURLEY WAY

PREPARED BY		DATE
SURVEY:		
DRAWN:	CN	03/2024
DESIGN:	N/A	03/2024
CHECK:	HMA	03/2024

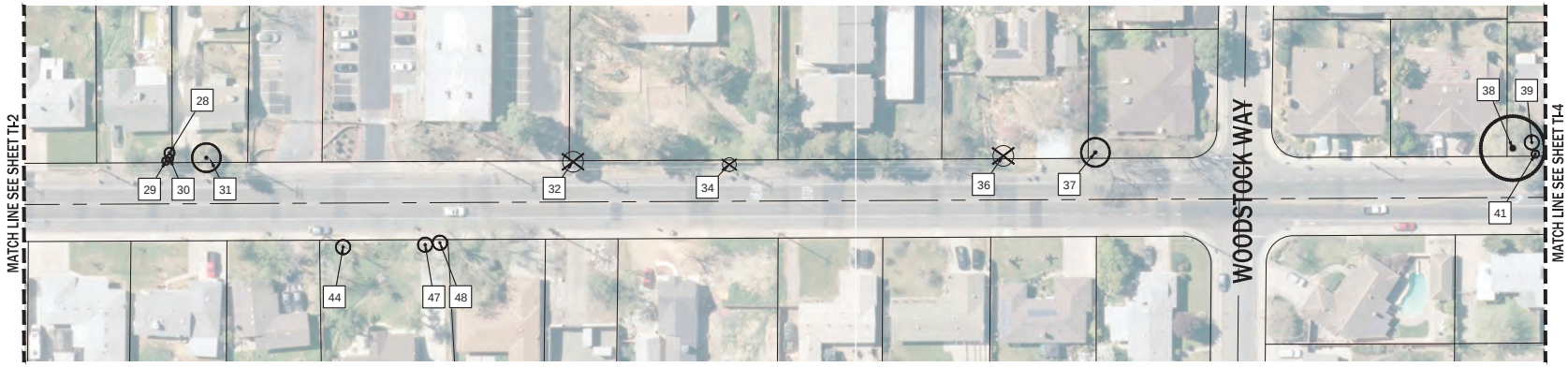
SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A
INCHES 0 1 2
FEET 0 40 80

DRAWING TI-2 OF TI-9
SHEET 2 OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

BELL STREET SAFE ROUTE TO SCHOOL

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____



TREE INVENTORY- BELL STREET

TREE INVENTORY:

#	LOCATION/APN	TYPE	ACTION
26	NOT USED	NOT USED	NOT USED
27	NOT USED	NOT USED	NOT USED
28	278-0172-046	1.25"-3" MULTI-TRUNK, CHINESE PISTACHE	PROTECT IN PLACE
29	278-0172-046	1.25"-3" MULTI-TRUNK, CHINESE PISTACHE	PROTECT IN PLACE
30	278-0172-048	5" & 5.5" MULTI-TRUNK, OAK	PROTECT IN PLACE
31	278-0172-048	3"-10" MULTI-TRUNK, LAUREL	PROTECT IN PLACE
32	278-0172-009	1.5"-5.5" MULTI-TRUNK, PRIVET	REMOVE TREE
33	NOT USED	NOT USED	NOT USED
34	COUNTY ROW	0.5"-1" MULTI-TRUNK, ELM	REMOVE TREE
35	NOT USED	NOT USED	NOT USED
36	278-0172-007	3"-4.5" MULTI-TRUNK, PLUM	REMOVE TREE
37	278-0310-006	21" VALLEY OAK	PROTECT IN PLACE
38	278-0172-030	12"-14" MULTI-TRUNK, ASH	PROTECT IN PLACE
39	278-0172-030	4.5" PRIVET	PROTECT IN PLACE
40	NOT USED	NOT USED	NOT USED
41	278-0172-030	3" PRIVET	PROTECT IN PLACE
42	NOT USED	NOT USED	NOT USED
43	NOT USED	NOT USED	NOT USED
44	278-0201-017	1"-2.5" MULTI-TRUNK, POMEGRANATE	PROTECT IN PLACE
45	278-0201-017	1" CRAPE MYRTLE	PROTECT IN PLACE
46	278-0201-017	2" & 2" MULTI-TRUNK, POMEGRANATE	PROTECT IN PLACE
47	278-0201-017	3" CITRUS	PROTECT IN PLACE
48	278-0201-017	4" CITRUS	PROTECT IN PLACE

DATE
REVISIONS
APPR.

LICENSED LANDSCAPE ARCHITECT
No. 6002
STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL
EDISON AVENUE TO HURLEY WAY

PREPARED BY		DATE
SURVEY:		
DRAWN:	CN	03/2024
DESIGN:	N/A	03/2024
CHECK:	HMA	03/2024

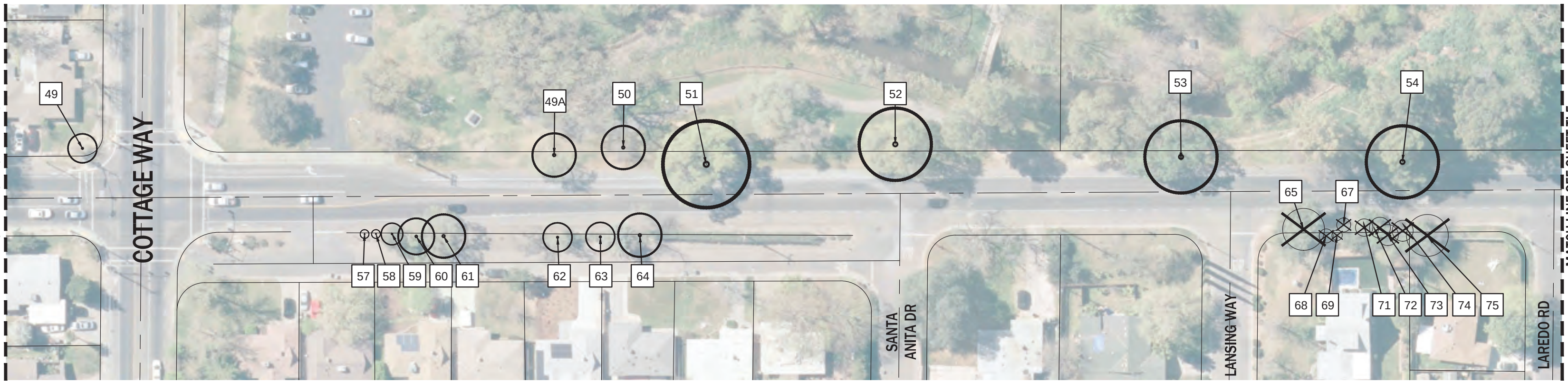
SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A
INCHES 0 1 2
FEET 0 40 80

DRAWING
TI-3 OF TI-9
SHEET
3 OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

BELL STREET SAFE ROUTE TO SCHOOL

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____



TREE INVENTORY- BELL STREET

TREE INVENTORY:

#	LOCATION/APN	TYPE	ACTION
49	278-0172-030	35" MULBERRY	PROTECT IN PLACE
49A	278-0112-002	10" VALLEY OAK	PROTECT IN PLACE
50	278-0112-002	6" PIN OAK	PROTECT IN PLACE
51	278-0112-002	36.5" VALLEY OAK	PROTECT IN PLACE
52	278-0112-002	28.5" VALLEY OAK	PROTECT IN PLACE
53	278-0112-002	23" VALLEY OAK	PROTECT IN PLACE
54	278-0112-002	18" & 12" VALLEY OAK	PROTECT IN PLACE
55	NOT USED	NOT USED	NOT USED
56	NOT USED	NOT USED	NOT USED

57	COUNTY ROW	9" OAK	PROTECT IN PLACE
58	COUNTY ROW	7" & 8" MULTI-TRUNK, OAK	PROTECT IN PLACE
59	COUNTY ROW	20.5" VALLEY OAK	PROTECT IN PLACE
60	COUNTY ROW	12.5" CA BLUE OAK	PROTECT IN PLACE
61	COUNTY ROW	6" LIQUID AMBER	PROTECT IN PLACE
62	COUNTY ROW	16" ASH	PROTECT IN PLACE
63	COUNTY ROW	15" JUNIPER	PROTECT IN PLACE
64	COUNTY ROW	17.5" ASH	PROTECT IN PLACE
65	278-0122-013	29" STONE PINE	REMOVE TREE
66	NOT USED	NOT USED	NOT USED

67	278-0122-013	8" COAST LIVE OAK	REMOVE TREE
68	278-0122-013	3" BAY	REMOVE TREE
69	278-0122-013	3" BAY	REMOVE TREE
70	NOT USED	NOT USED	NOT USED
71	278-0122-013	11.5" PINE	REMOVE TREE
72	278-0122-013	8" & 11.5" MULTI-TRUNK, COAST LIVE OAK	REMOVE TREE
73	278-0122-013	10" BAY	REMOVE TREE
74	278-0122-013	7.5" VALLEY OAK	REMOVE TREE
75	278-0122-001	18" VALLEY OAK	REMOVE TREE

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

DATE | REVISIONS | APPR.

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

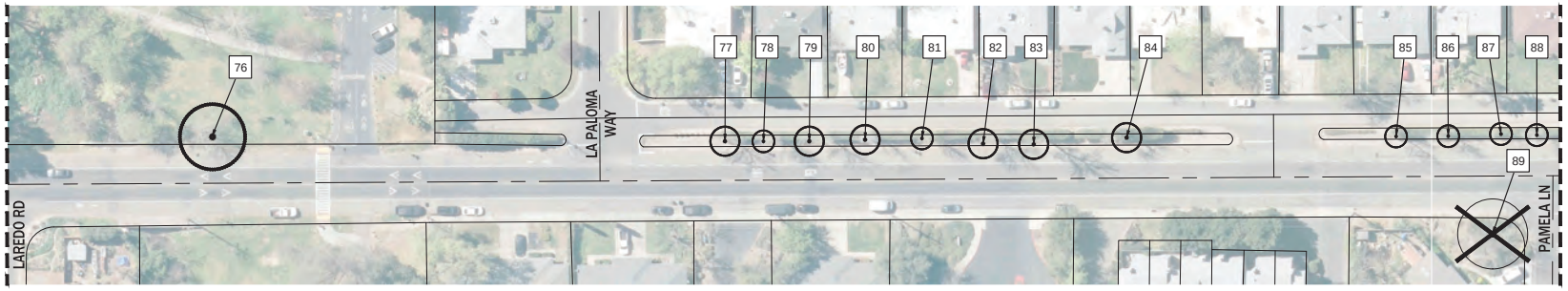
TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL
EDISON AVENUE TO HURLEY WAY

PREPARED BY DATE
SURVEY:
DRAWN: CN 03/2024
DESIGN: N/A 03/2024
CHECK: HMA 03/2024

SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A

DRAWING TI-4 OF TI-9
SHEET 4 OF 9



TREE INVENTORY- BELL STREET

TREE INVENTORY:

(#)	LOCATION/APN	TYPE	ACTION
(76)	278-0112-002	3"-8" MULTI-TRUNK, MULBERRY	PROTECT IN PLACE
(77)	COUNTY ROW	14" LIQUID AMBER	PROTECT IN PLACE
(78)	COUNTY ROW	10.5" LIQUID AMBER	PROTECT IN PLACE
(79)	COUNTY ROW	11" LIQUID AMBER	PROTECT IN PLACE
(80)	COUNTY ROW	7" LIQUID AMBER	PROTECT IN PLACE
(81)	COUNTY ROW	12" LIQUID AMBER	PROTECT IN PLACE
(82)	COUNTY ROW	12" LIQUID AMBER	PROTECT IN PLACE
(83)	COUNTY ROW	19" LIQUID AMBER	PROTECT IN PLACE
(84)	COUNTY ROW	19" LIQUID AMBER	PROTECT IN PLACE
(85)	COUNTY ROW	13.5" LIQUID AMBER	PROTECT IN PLACE
(86)	COUNTY ROW	9" LIQUID AMBER	PROTECT IN PLACE
(87)	COUNTY ROW	7" LIQUID AMBER	PROTECT IN PLACE
(88)	COUNTY ROW	8" LIQUID AMBER	PROTECT IN PLACE
(89)	278-0037-001	21" MAPLE	REMOVE TREE
(90)	COUNTY ROW	8" LIQUID AMBER	PROTECT IN PLACE
(91)	COUNTY ROW	8" LIQUID AMBER	PROTECT IN PLACE
(92)	COUNTY ROW	8" LIQUID AMBER	PROTECT IN PLACE
(93)	278-0036-001	18.5" ASH	REMOVE TREE
(94)	278-0036-001	20" ASH	PROTECT IN PLACE
(95)	268-0321-012	24" SYCAMORE	REMOVE TREE
(96)	268-0321-012	24" SYCAMORE	REMOVE TREE
(97)	268-0321-001	22" SYCAMORE	PROTECT IN PLACE
(98)	268-0321-001	16.5" SYCAMORE	REMOVE TREE
(99)	268-0261-012	14.5" SYCAMORE	REMOVE TREE
(100)	268-0261-012	18" SYCAMORE	REMOVE TREE

DATE | REVISIONS | APPR.

LICENSED LANDSCAPE ARCHITECT — No. 6002 — STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL

EDISON AVENUE TO HURLEY WAY

PREPARED BY		DATE
SURVEY:		
DRAWN:	CN	03/2024
DESIGN:	N/A	03/2024
CHECK:	HMA	03/2024

SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A
INCHES 0 1 2
FEET 0 40 80

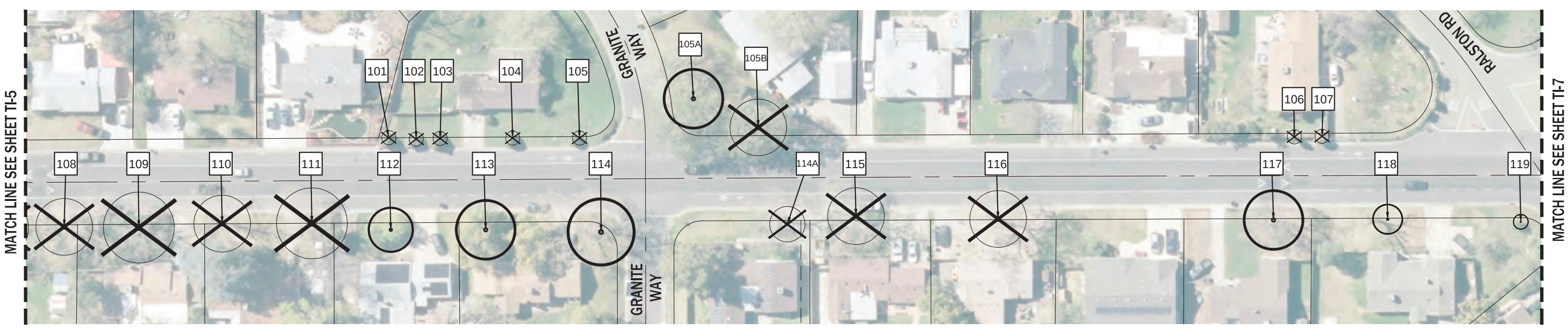
DRAWING TI-5 OF TI-9

SHEET 5 OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

BELL STREET SAFE ROUTE TO SCHOOL

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____



TREE INVENTORY- BELL STREET

TREE INVENTORY:

#	LOCATION/APN	TYPE	ACTION
101	266-0352-001	3"-5" MULTI-TRUNK, JUNIPER	REMOVE TREE
102	266-0352-001	3" MULTI-TRUNK, CHERRY TREE	REMOVE TREE
103	266-0352-001	2" MULTI-TRUNK, JUNIPER	REMOVE TREE
104	266-0352-001	2" MULTI-TRUNK, JUNIPER	REMOVE TREE
105	266-0352-001	3"-4" MULTI-TRUNK, JUNIPER	REMOVE TREE
105A	266-0351-047	20" ELM	PROTECT IN PLACE
105B	266-0351-047	26" ELM	REMOVE TREE
106	266-0302-001	8" JUNIPER	REMOVE TREE
107	266-0302-001	8" CAMPHOR	REMOVE TREE
108	268-0261-012	27" SYCAMORE	REMOVE TREE
109	268-0261-011	22" SYCAMORE	REMOVE TREE
110	268-0261-010	20.5" SYCAMORE	REMOVE TREE
111	268-0261-010	28" SYCAMORE	REMOVE TREE
112	268-0261-009	8" WILLOW	PROTECT IN PLACE
113	268-0261-008	31" CAMPHOR	PROTECT IN PLACE
114	268-0261-008	27.5" SYCAMORE	PROTECT IN PLACE
114A	268-0191-023	22" SYCAMORE	REMOVE TREE
115	268-0191-022	28" SYCAMORE	REMOVE TREE
116	268-0191-008	35" SYCAMORE	REMOVE TREE
117	268-0191-006	24" SYCAMORE	PROTECT IN PLACE
118	268-0191-005	24" GLEDITSIA	PROTECT IN PLACE
119	268-0191-005	22" JUNIPER	PROTECT IN PLACE

DATE | REVISIONS | APPR.

LICENSED LANDSCAPE ARCHITECT — No. 6002 — STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

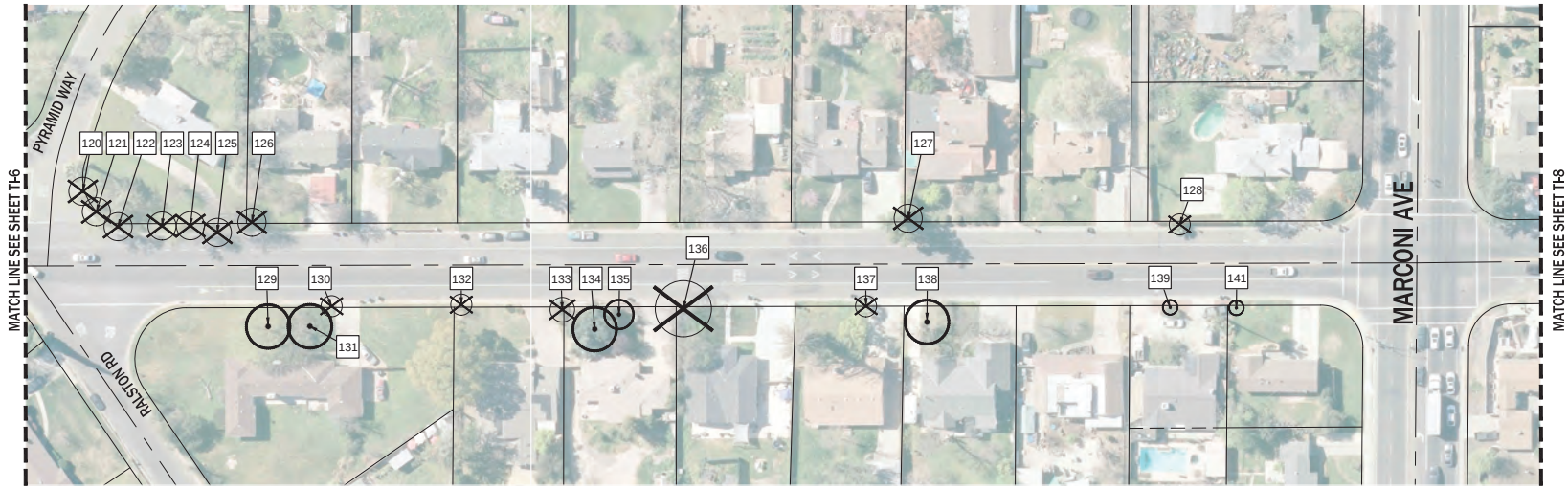
BELL STREET SAFE ROUTE TO SCHOOL
EDISON AVENUE TO HURLEY WAY

PREPARED BY		DATE
SURVEY:		
DRAWN:	CN	03/2024
DESIGN:	N/A	03/2024
CHECK:	HMA	03/2024

SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A
INCHES 0 1 2
FEET 0 40 80

DRAWING TI-6 OF TI-9
SHEET 6 OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy



TREE INVENTORY- BELL STREET

TREE INVENTORY:

#	LOCATION/APN	TYPE	ACTION
120	266-0304-004	11" LIQUID AMBER	REMOVE TREE
121	266-0304-004	8" LIQUID AMBER	REMOVE TREE
122	266-0304-004	6" LIQUID AMBER	REMOVE TREE
123	266-0304-004	3"-5" MULTI-TRUNK, MAPLE	REMOVE TREE
124	266-0304-004	6" LIQUID AMBER	REMOVE TREE
125	266-0304-004	2"-6" MULTI-TRUNK, MAPLE	REMOVE TREE
126	266-0304-003	9" NON-NATIVE	REMOVE TREE
127	266-0233-016	24" SOUTHERN MAGNOLIA	REMOVE TREE
128	266-0233-013	10" MEXICAN PALM	REMOVE TREE
129	268-0171-014	18" ELM	PROTECT IN PLACE
130	268-0171-014	STUMP	REMOVE TREE
131	268-0171-014	16" ELM	PROTECT IN PLACE
132	268-0171-015	2" MULTI-TRUNK, LAGERSTROEMIA	REMOVE TREE
133	268-0171-015	3" MULTI-TRUNK, LAGERSTROEMIA	REMOVE TREE
134	268-0171-016	20" OLIVE	PROTECT IN PLACE
135	268-0171-016	3" PEAR	PROTECT IN PLACE
136	268-0171-017	28" ELM	REMOVE TREE
137	268-0171-018	10" MEXICAN PALM	REMOVE TREE
138	268-0171-019	28" MULBERRY	PROTECT IN PLACE
139	268-0171-023	4" & 6" MULTI-TRUNK, GLEDITSIA	PROTECT IN PLACE
140	NOT USED	NOT USED	NOT USED
141	268-0171-021	10" MEXICAN PALM	PROTECT IN PLACE

DATE
REVISIONS
APPR.

LICENSED LANDSCAPE ARCHITECT
No. 6002
STATE OF OHIO

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL
EDISON AVENUE TO HURLEY WAY

PREPARED BY		DATE
SURVEY:		
DRAWN:	CN	03/2024
DESIGN:	N/A	03/2024
CHECK:	HMA	03/2024

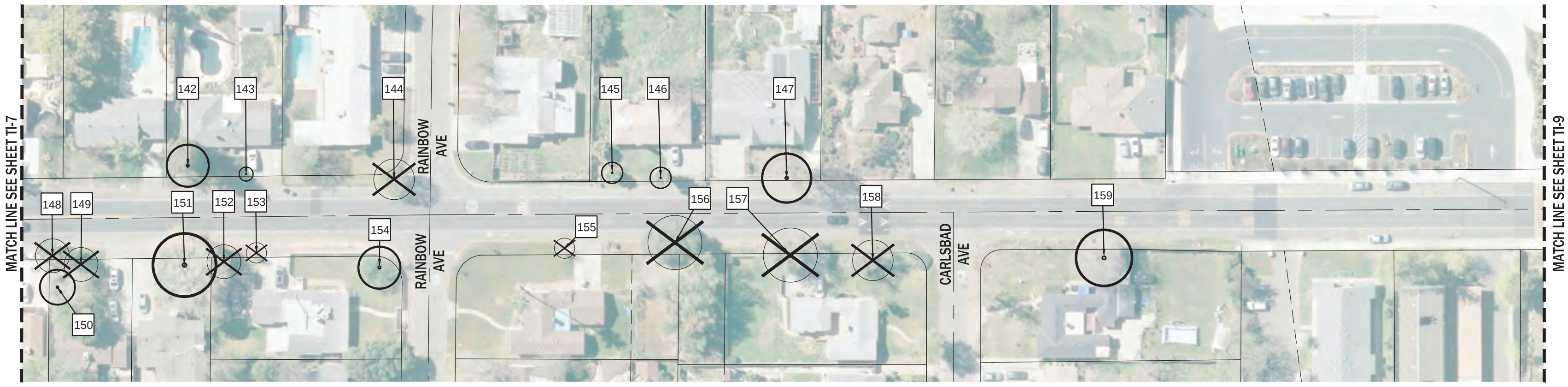
SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A
INCHES 0 1 2
FEET 0 40 80

DRAWING
TI-7 OF TI-9
SHEET
7 OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

BELL STREET SAFE ROUTE TO SCHOOL

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____



TREE INVENTORY- BELL STREET

TREE INVENTORY:

#	LOCATION/APN	TYPE	ACTION
142	266-0181-016	22" ASH	PROTECT IN PLACE
143	266-0181-016	1"-6" MULTI-TRUNK, NON-NATIVE	PROTECT IN PLACE
144	266-0181-015	30" ASH	REMOVE TREE
145	266-0131-005	18" MEXICAN PALM	PROTECT IN PLACE
146	266-0131-005	20" MEXICAN PALM	PROTECT IN PLACE
147	266-0131-004	40" SYCAMORE	PROTECT IN PLACE

148	268-0131-009	10" PODOCARPUS	REMOVE TREE
149	268-0131-009	8" PINE	REMOVE TREE
150	268-0131-009	16" MEXICAN PALM	PROTECT IN PLACE
151	268-0131-010	30" MULBERRY	PROTECT IN PLACE
152	268-0131-001	4"-6" MULTI-TRUNK, PRIVET	REMOVE TREE
153	268-0131-001	24" ASH	REMOVE TREE
154	268-0131-001	18" MAPLE	PROTECT IN PLACE

155	268-0121-059	24" NON-NATIVE	REMOVE TREE
156	268-0121-048	46" CORK OAK	REMOVE TREE
157	268-0121-001	24" ASH	REMOVE TREE
158	268-0121-001	28" ASH	REMOVE TREE
159	268-0081-004	28" ELM	PROTECT IN PLACE

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL
EDISON AVENUE TO HURLEY WAY

DATE | REVISIONS | APPR.

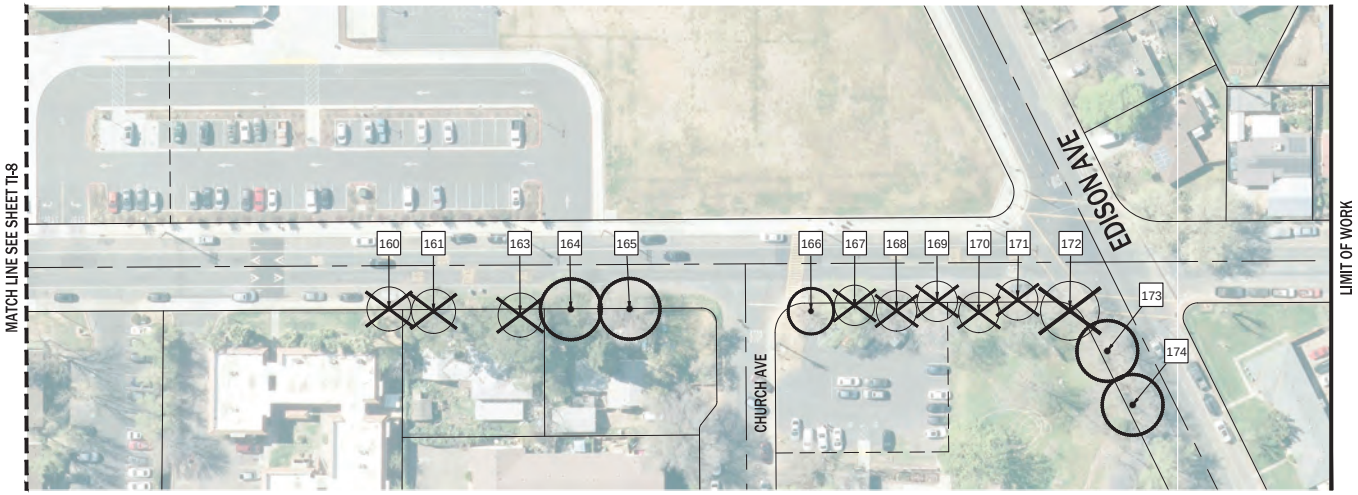
PREPARED BY | DATE
SURVEY:
DRAWN: CN 03/2024
DESIGN: N/A 03/2024
CHECK: HMA 03/2024

SCALE
HORIZONTAL: 1"=40'
VERTICAL: N/A

DRAWING TI-8 OF TI-9
SHEET 8 OF 9

BELL STREET SAFE ROUTE TO SCHOOL

POCKET NO. ______ FOLDER NO. ______ PLANFILE NO. ______



TREE INVENTORY- BELL STREET

TREE INVENTORY:

(#)	LOCATION/APN	TYPE	ACTION
(160)	268-0081-001	24" ELM	REMOVE TREE
(161)	268-0062-015	48" STONE PINE	REMOVE TREE
(162)	NOT USED	NOT USED	NOT USED
(163)	268-0062-015	44" STONE PINE	REMOVE TREE
(164)	268-0062-014	12" & 18" ELM	PROTECT IN PLACE
(165)	268-0062-014	30" ELM	PROTECT IN PLACE
(166)	268-0061-003	20" ELM	PROTECT IN PLACE
(167)	268-0061-003	16" ELM	REMOVE TREE
(168)	268-0061-003	14" ELM	REMOVE TREE
(169)	268-0061-003	17" ELM	REMOVE TREE
(170)	268-0061-003	14" ELM	REMOVE TREE
(171)	268-0061-003	15" ELM	REMOVE TREE
(172)	268-0061-003	14" ELM	REMOVE TREE
(173)	268-0061-003	15" ELM	PROTECT IN PLACE
(174)	268-0061-003	17" ELM	PROTECT IN PLACE

DATE | REVISIONS | APPR.

LICENSED LANDSCAPE ARCHITECT — No. 6202 — STATE OF CALIFORNIA

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

TREE INVENTORY

BELL STREET SAFE ROUTE TO SCHOOL

EDISON AVENUE TO HURLEY WAY

PREPARED BY		DATE
SURVEY:		
DRAWN:	CN	03/2024
DESIGN:	N/A	03/2024
CHECK:	HMA	03/2024

SCALE

HORIZONTAL: 1"=40'
VERTICAL: N/A

INCHES 0 2
FEET 0 40 80

DRAWING T11 OF T17

SHEET XX OF 9

P:\SHARED FOLDERS\PROJECTS\BELL STREET SAFE ROUTES TO SCHOOL\ENVIRONMENTAL\TREE INVENTORY\BELL STREET - TREE INVENTORY.DWG Last Saved: 4/3/2024 1:41 PM Nguyencathy

BELL STREET SAFE ROUTE TO SCHOOL

POCKET NO. _____ FOLDER NO. _____ PLANFILE NO. _____