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**: PLER2024-00142

2. **Title and Short Description of Project**: Alta Arden Expressway Phase I

   Sacramento County Department of Transportation (SacDOT) proposes to improve the pedestrian and bicycle facilities along Alta Arden Expressway from Howe Avenue to Fulton Avenue (approximately 0.9 miles) in the Arden Arcade Community. Improvements would include infill of sidewalk gaps, installation of buffered bike lanes, restriping of roadways, modification of traffic signals, rehabilitation of pavement, and resurfacing.

3. **Assessor's Parcel Number(s)**: N/A – public roadway

4. **Location of Project**: Along Alta Arden Expressway from Howe Avenue to Fulton Avenue, 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

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

TABLE OF CONTENTS

List of Plates

List of Tables

Appendices

Appendix A: Project Design Plans

Appendix B: Road Construction Emissions Model

Appendix C: Initial Site Assessment and Aerially Deposited Lead Assessment

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

The direct link is:

https://planningdocuments.saccounty.gov/ViewProjectDetails.aspx?ControlNum=PLER2024-00142

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

PROJECT TITLE: Alta Arden Expressway Phase I

CONTROL NUMBER: PLER2024-00142

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 Alta Arden Expressway, from Howe Avenue to Fulton Avenue, 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 Commercial and Office and Medium Density Residential.

ZONING: The following zoning designations are adjacent to the project area: Special Planning Area, Light Commercial, High Density Multifamily, Auto Commercial, Business Professional Office, and General Commercial.

PROJECT DESCRIPTION

Sacramento County Department of Transportation (SacDOT) is proposing to improve the pedestrian and bike facilities along Alta Arden Expressway in the Arden-Arcade community in unincorporated Sacramento County (**Plate IS-1**). Improvements will include installing sidewalk where it is missing, installing buffered bike lanes, installing new streetlamps, restriping roadways, modifying traffic signals, rehabilitating pavement, and resurfacing (project). The project will be implemented along approximately 0.9 miles on Alta Arden Expressway, approximately 390 feet west of Howe Avenue to Fulton Avenue (**Plate IS-2**).

Implementation of the project will require areas of paving and pavement rehabilitation, striping updates, curb ramp reconstruction, utility relocations, and signal modification (Appendix A).

Plate IS-1: Regional Vicinity

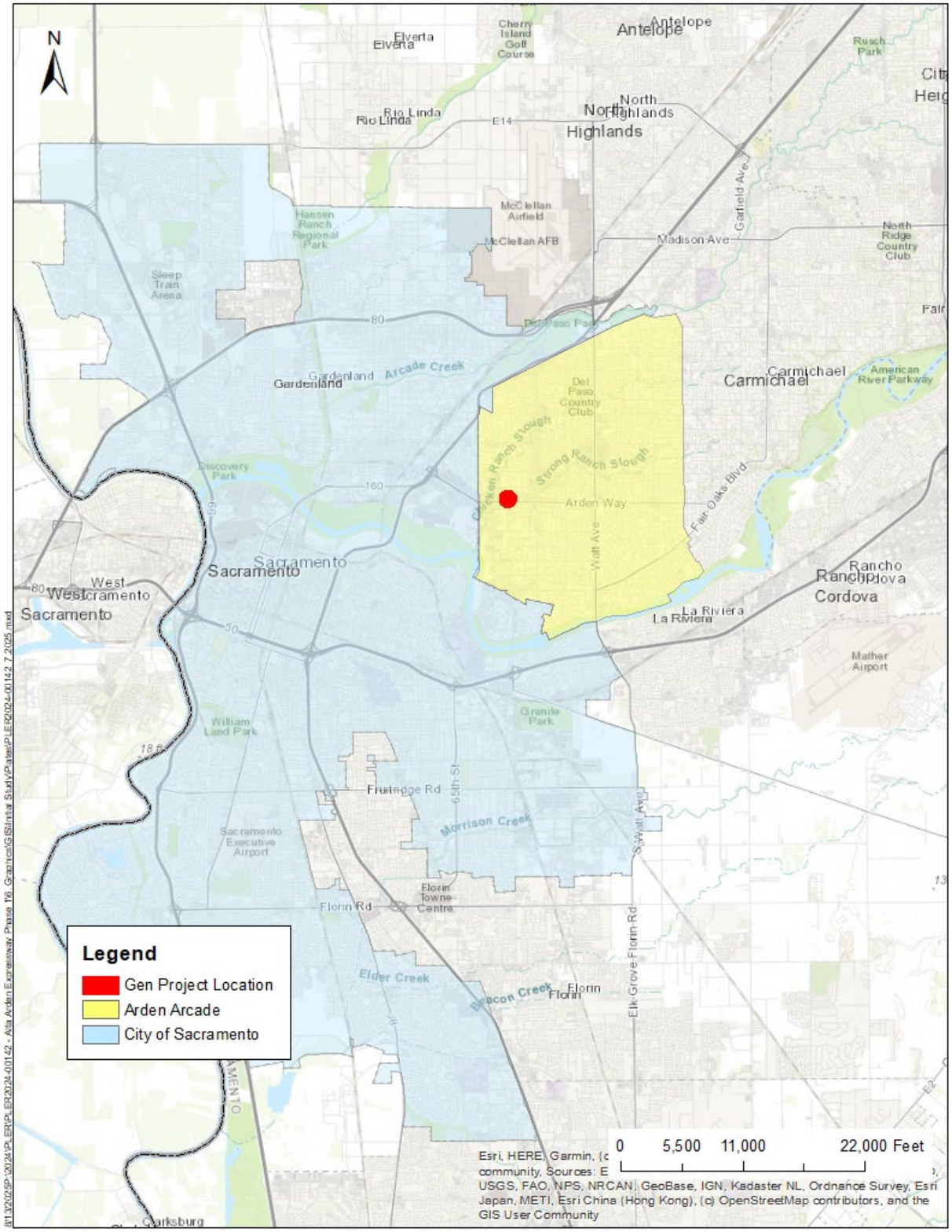
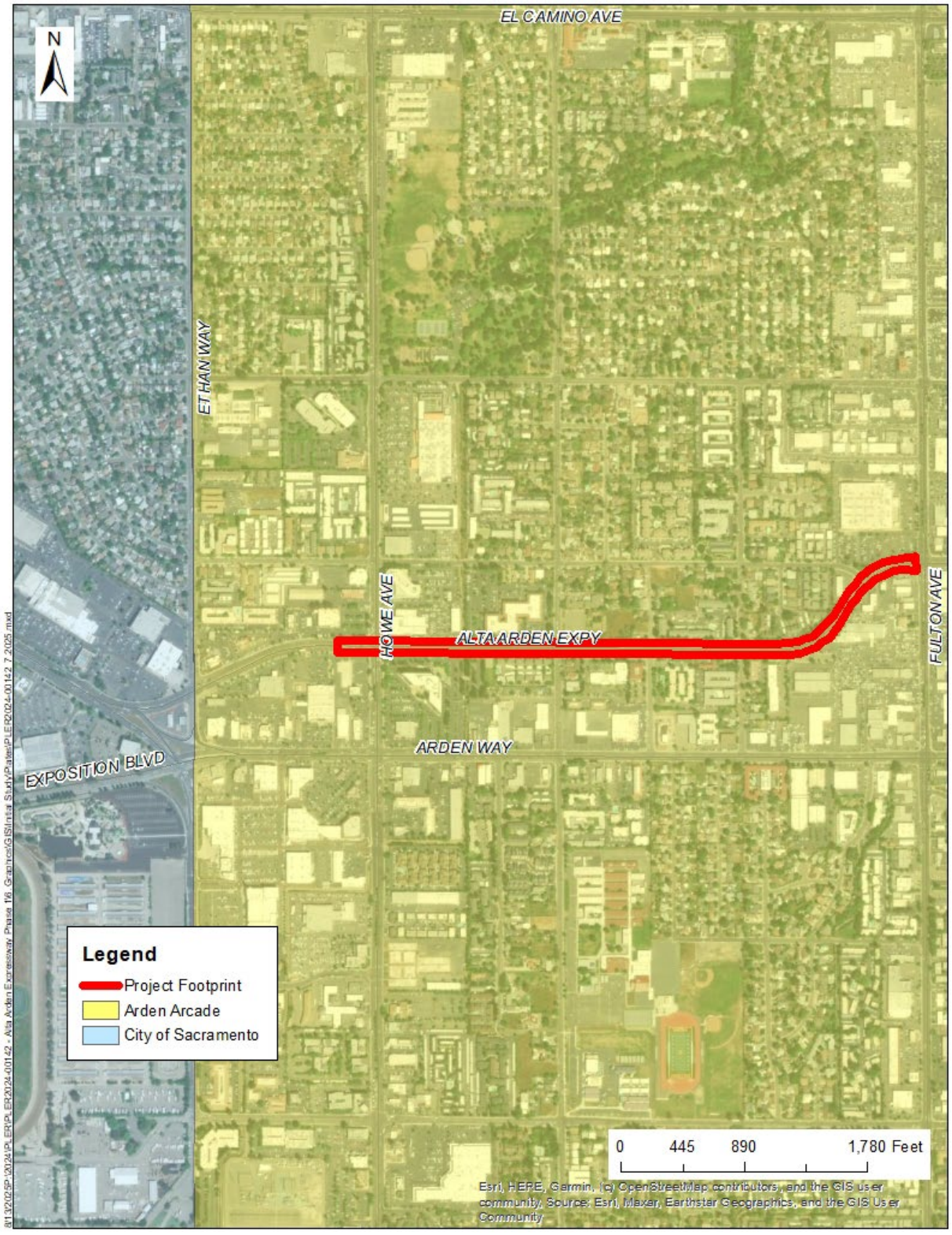


Plate IS-2: Project Location



ROADWAY IMPROVEMENTS

The design of the project accommodates a six to ten-foot-wide sidewalk on either side of the road. Additional improvements include restriping of Alta Arden Expressway from Howe Avenue to Fulton Avenue to reallocate roadway space to accommodate buffered class II bike lanes; restriping would include centerlines, edge lines, bike lane symbols, “stop” and other text markings, bike lane buffers, cross walks, and turn arrows. The existing pavement on Alta Arden Expressway from Howe Avenue to Fulton Avenue would be rehabilitated and resurfaced.

INTERSECTION MODIFICATIONS

The traffic signals at several intersections (including Howe Avenue, Bell Street, and Fulton Avenue) will be upgraded to include new pedestrian displays, audible pedestrian push buttons, three-section signal heads, and video detection units. Additionally, existing signal poles, push buttons, and cabinets may be relocated as necessary to accommodate improvements to the sidewalk/curb ramps for ADA accessible sidewalks.

UTILITY RELOCATIONS

Gas, electric, water, sewer, and communication facilities are located along the project alignment and may require adjustment or relocation. Additionally, new drop inlets and drainage pipes for stormwater may be necessary and will connect to the existing system. Utility relocation coordination will be an on-going effort as the project progresses and conflicts are identified and resolved with utility companies.

CONSTRUCTION

Construction of the project is anticipated to begin in April of 2028 taking approximately seven months. Construction activities would be restricted to between 7:00am and 7:00pm on weekdays. Nighttime construction is not anticipated and would only be performed upon approval from the County.

Construction of the project will involve excavation, backfill of existing shoulders, drilling foundations for new streetlamps, grading and compaction, concrete work, grinding, paving, and striping. The overall construction area for the project would total approximately 9.6 acres in size 4,600 linear feet in size. Standard construction equipment would be used to build the project and may include backhoe loaders, vibratory rollers, generators, grinders, pavers, and compressors. A variety of trucks including dump, concrete mixer, and striping trucks would also be required.

RIGHT OF WAY ACQUISITION

Construction of the project would require permanent right of way (ROW) acquisition for public utilities public facilities easements (PUPFE) from eight parcels along Alta Arden Expressway. 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 PUPFE is approximately 1,725 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. In addition to the permanent acquisitions

identified above, temporary construction easements (TCE) will be required from 18 parcels, totaling approximately 19,088 square feet. These easements will be temporary in nature and only be required during construction of the project. All necessary easements will be finalized during final design of the project and will be captured on final design plans.

Table IS-1: Right of Way Acquisition

Property APN	Proposed PUPFE (square feet)	Proposed TCE (square feet)
278-0270-030	119	563
278-0223-028	197	224
278-0280-023	37	1719
278-0290-043	--	125
278-0290-034	404	5464
278-0230-055	--	3586
278-0230-056	--	1516
278-0230-057	73	1499
278-0250-010	68	101
278-0230-050	--	148
278-0250-028	--	44
278-260-001	--	54
278-0240-083	813	436
278-0240-060	--	1476
278-0240-059	--	106
278-0240-067	--	1828
278-0240-061	--	74
278-0210-061	14	125

SURROUNDING LAND USES AND SETTING

The project area is in an urbanized portion of the Arden Arcade community in unincorporated Sacramento County. The western portion of the Arden Arcade community 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, 2019).

Alta Arden Expressway is an existing four-lane local roadway, with primarily commercial and medium-density residential land uses on either side of the road; however, there are scattered single-family residences also present 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 consists of approximately 4,600 linear feet (or 0.9 miles) of public roadway between the eastern (Howe Avenue) and western (Fulton Avenue) endpoints (project area).

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). The surrounding area largely consists of commercial and multi-family residential land uses, with some scattered single-family residences. Diamonte Montessori School of Sacramento is located on the north side of Alta Arden Expressway along Markston Road (**Plate IS-3a**). Additionally, Chicken Ranch Slough transects the roadway (**Plate IS-3b).**

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

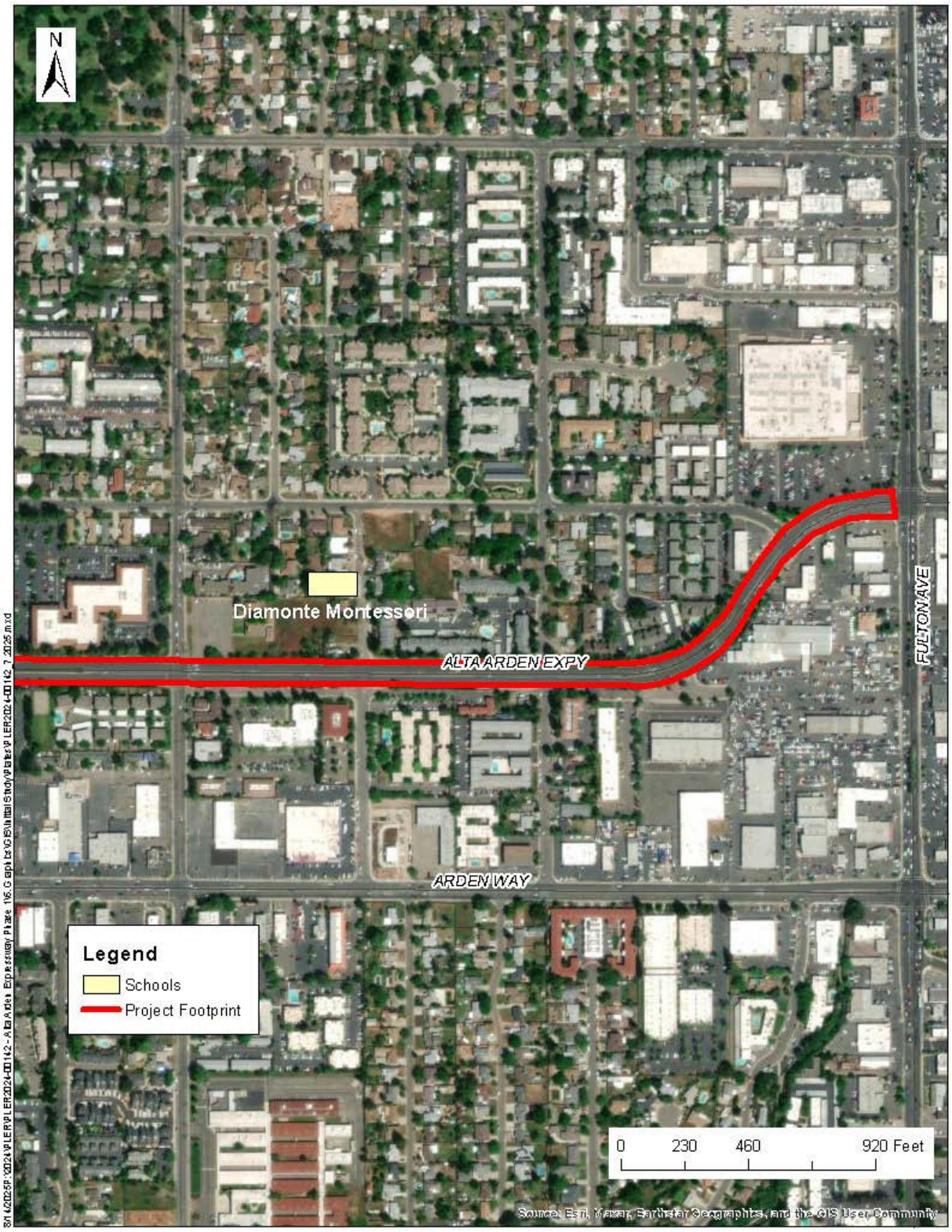
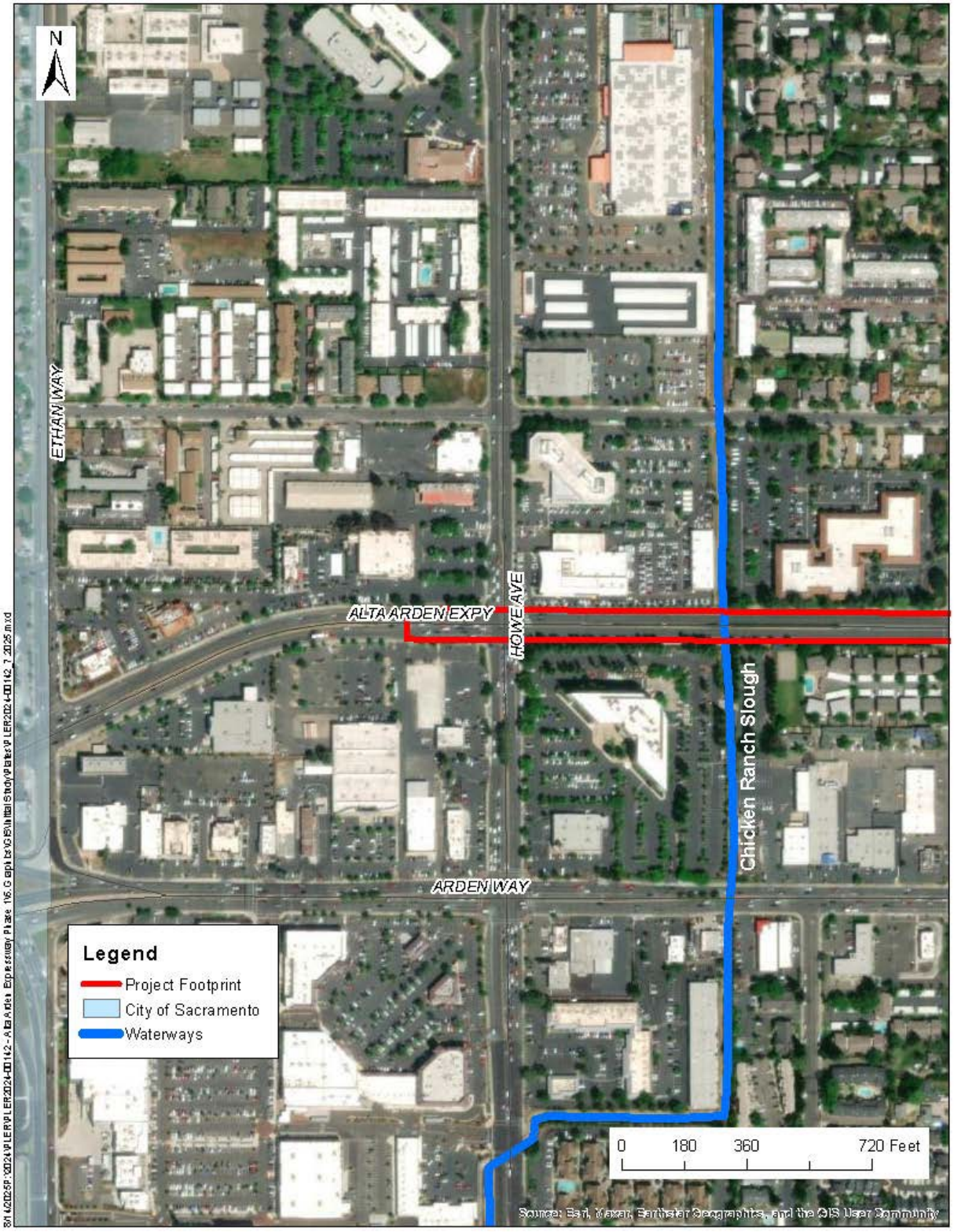


Plate IS-3b: Project Area



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:

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.

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.

Less than Significant indicates that a project will have an impact, but the impact is considered minor.

No Impact indicates that a project does not impact the 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 with Mitigation” as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Airports
☒ Air Quality	☒ 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.*

REGULATORY SETTING

SACRAMENTO COUNTY GENERAL PLAN

The Sacramento County General Plan outlines a vision for the County's growth and development. It includes policies and goals to address community issues (such as housing needs, environmental protections, and commercial development) while also emphasizing the importance of aesthetics, including lighting, landscaping, and site design.

The Conservation Element of the Sacramento County General Plan includes policies and objectives to protect and manage natural resources while maintaining long-term ecological health in unincorporated Sacramento County. The Conservation Element includes regulations for the protection of native and landmark trees, non-native canopy, and water quality in rivers and groundwater basins, which are crucial for supporting biological resources.

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

CO-146. If new tree canopy cannot be created on-site to mitigate for the 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.

The Sacramento County Environmental Justice (EJ) Element was created to address public health risks and EJ concerns of those living in disadvantaged communities, many of which are the result of geographic and procedural inequities. It aims to ensure all residents have access to a healthy environment, regardless of income, race, or ethnicity, by minimizing pollution exposure and promoting equitable access to resources and opportunities. Relevant General Plan policies include, but are not limited to, the following:

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

ENVIRONMENTAL SETTING

The project area is in the urbanized Arden Arcade area of unincorporated Sacramento County and is an existing roadway surrounded by multi-family residential, scattered single-family 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 multi-family residences, urban landscaping, and side streets. Diamonte Montessori School of Sacramento is located on the north side of Alta Arden Expressway along Markston Road

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

River Road (State Route (SR) 160) is the closest state designated scenic highway, approximately 11 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 roadway along Alta Arden Expressway between Howe Avenue and Fulton Avenue surrounded by multi-family residential, single-family residential, and commercial land uses. The project area does not include any unique features that could be regarded as highly valued scenic resources.

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.

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 Alta Arden Expressway ROW. The surrounding parcels consist of multifamily residences and commercial land uses. 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 will be limited to infill of sidewalk gaps, buffered bike lanes, restriping, rehabilitated and resurfaced pavement, and intersection signal modifications which reduce the potential to change the visual character of the surrounding area. Additionally, the 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 displays, 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 pedestrian displays would comply with standard design elements for SacDOT and would not impact the visual character of the project area. Construction of the project would require the removal of approximately 45 ornamental trees, which would be conducted in accordance with General Plan Policies CO-145, CO-146, and EJ-23. 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 existing development of the surrounding area and would not substantially degrade the existing visual character or quality of the surrounding area.

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 lamps 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.

Environmental Mitigation Measures

No mitigation measures are recommended.

II. Agriculture and Forestry Resources

In determining whether impacts on 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?	☐	☐	☐	☒

REGULATORY SETTING

The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 and provides valuable data regarding soil quality and land use, important for land use planning and conservation efforts within California. The Department of Conservation is responsible for preparing, updating, and maintaining Important Farmland Maps and map database. Agricultural lands are rated according to irrigation status and soil quality and classified into the following categories: Prime Farmland, Farmland of Statewide Importance, Grazing Land, and Urban and Built-Up Land (California Department of Conservation, 2025a).

ENVIRONMENTAL SETTING

Based on a review of the 2020 Important Farmland Map for Sacramento County from the California Department of Conservation under the FMMP, the project area is designated as Urban and Built-Up Land (California Department of Conservation, 2025b). 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 and commercial land uses. 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.

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 and commercial land uses. 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 .

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

No Impact. The project area does not include land designated for agricultural use. The nearest agricultural use, designated as Prime Farmland, is approximately seven miles west of the project area. Therefore, implementation of the project would not introduce incompatible uses to agricultural uses.

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 .

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.

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.

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?	☐	☐	☐	☒

REGULATORY 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 the 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).

ENVIRONMENTAL SETTING

Sacramento McClellan Airport (MCC), formerly McClellan Airforce Base, is approximately three miles north of the project area. The AOI, specifically the overflight zone, for MCC is located approximately 0.3 miles (1,650 feet) north of the easternmost boundary of the project area The nearest noise contour, 60 decibels (dB), is approximately 2.7 miles north from the project area.

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 located approximately three miles north of the project area, with the outermost zone of the AOI, the overflight zone, approximately 0.3 miles from the project area. Implementation of the project would not include the construction of new structures that would result in a safety hazard or increase population density. Therefore, implementation of the project would not result in a safety hazard for people residing or working in the vicinity.

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 three miles south 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.

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; however, the project area is not within identified safety zones. Therefore, implementation of the project would not affect the safe and efficient use of navigable airspace by aircraft.

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., and air traffic patterns would not be changed.

Environmental Mitigation Measures

No mitigation measures are recommended.

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?	☐	☐	☒	☐

REGULATORY SETTING

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 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."

TOXIC AIR CONTAMINANTS

Toxic air contaminants 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 toxic air contaminants are quite diverse and are generally assessed locally, rather than regionally. Toxic air contaminants 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. Potential toxic air contaminants that may be encountered during construction are diesel PM (DPM), asbestos from demolition, and naturally occurring asbestos.

FEDERAL

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (U.S. EPA) to establish national ambient air quality standards (NAAQS) for air pollutants. These standards have been set at levels above which concentrations could be harmful to human health and welfare and are designed to protect sensitive populations such as children, pregnant women, and the elderly. The U.S. EPA has designated air basins (or portions of) as being in attainment, nonattainment, or unclassified for each criteria air pollutant dependent on if the NAAQS have been achieved. If an area is identified as unclassified, it is because adequate air quality data were not available.

STATE

CALIFORNIA CLEAN AIR ACT

The California CAA of 1988 allows the state to adopt ambient air quality standards and regulations. The California Air Resources Board (CARB) is responsible for the coordination and administration of both the federal and state air quality programs within California, including setting the California ambient air quality standards (CAAQS). In 1992, the California CAA was amended to require all air quality management districts in the state to achieve and maintain the CAAQS. The CAAQS are generally stricter than the NAAQS and include state standards for

sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles which do not have national standards.

STATE IMPLEMENTATION PLAN

A State Implementation Plan (SIP) is a collection of regulations and documents used by the state to implement, maintain, and enforce NAAQS and to comply with other requirements of the CAA. CARB is responsible for the development of the SIP is periodically revised to reflect updated emissions, plans, rules and regulations as reported by the agencies overseeing the different air basins. The SIP includes strategies and control measures to attain NAAQS by deadlines established in the federal CAA.

REGIONAL

The Sacramento Air Quality Management District (SMAQMD) is responsible for bringing air quality in Sacramento County into conformity with federal and state air quality standards. 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. For the CAAQS, Sacramento County is currently in nonattainment for the ozone and PM_{10} and attainment or unclassified for all other pollutants (Sacramento Metropolitan AQMD, 2024).

AIR QUALITY PLANS

Air quality plans describe air pollution control strategies to be implemented to bring an area currently in non-attainment for NAAQS or CAAQS into compliance. SMAQMD has adopted air quality plans pursuant to regulatory requirements under U.S. 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 $PM_{2.5}$ standard and the Second 10-Year PM_{10} Maintenance Plan for Sacramento County (Sacramento Metropolitan AQMD, 2021)

SMAQMD THRESHOLDS

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 (NOx) from heavy duty vehicles and land use emissions committed to in the ozone attainment plans (Sacramento Metropolitan AQMD, 2020a). 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 criteria air pollutants would not conflict with or obstruct implementation of applicable air quality plans for ozone and particulate matter. Table IS-1 displays the thresholds of significance for criteria air pollutants for the construction and operational phases of a project.

ENVIRONMENTAL SETTING

The project area is located within the southern portion of the Sacramento Valley Air Basin (SVAB) in Sacramento County. Within the Sacramento County portion of the SVAB, air quality 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 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

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. For the CAAQS, Sacramento County is currently in nonattainment for the ozone and PM_{10} and attainment or unclassified for all other pollutants (Sacramento Metropolitan AQMD, 2024).

Emissions associated with the construction of the project were estimated by running the Road Construction Emissions Model (Sacramento Metropolitan AQMD, 2025) with project specific information. This model analyzes emissions associated with construction of roadway improvement projects (**Table IS-2**).

Table IS-2: Estimated Construction Emissions

Pollutant	Project Construction Emissions[1]	SMAQMD Thresholds of Significance[2]
Reactive Organic Gases	4.43 pounds per day	None
Nitrogen Oxide	42.64 pounds per day	85 pounds per day
Coarse Particulate Matter (PM_{10})[3,4]	4.03 pounds per day	0 (80) pounds per day
Fine Particulate Matter ($PM_{2.5}$)[3,4]	2.31 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, 202a).

[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

Toxic Air Contaminants

The greatest potential toxic air contaminant associated with the 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 toxic air contaminants 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 the engine type, operating conditions, fuel composition, type of lubrication 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, daycare 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 multi-family and single-family dwellings along the north and south sides of Alta Arden Expressway.

Impact Discussion

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

Less than Significant. 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), as described in Mitigation Measure AQ-1, would be required, 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. 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

As shown in **Table IS-2**, construction emissions for NO_X would not exceed the SMAQMD's adopted thresholds. Construction estimates for PM_{10} and $PM_{2.5}$ would exceed the adopted thresholds of zero and would result in a potentially significant impact. However, construction

of the project would implement Mitigation Measure AQ-1, and impacts related to construction emissions would be less than significant.

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

Less than Significant. 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 toxic air contaminants. As shown in Table IS-1, the total emissions of PM_{10} and $PM_{2.5}$ are below the threshold of significance as defined by the SMAQMD, with the implementation of AQ-1. Additionally, construction is expected to last a short duration (one construction season) 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 may be generated during construction of the project, including diesel exhaust from construction equipment, 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 the project construction phase (Sacramento Metropolitan AQMD, 2019), including:

- 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 surfaces, 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 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 time from both on- 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 five minutes[1]. Provide clear signage that posts this requirement for workers at the entrance(s) to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation[2].

- Maintain all construction equipment in proper working condition according to the 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?	☐	☒	☐	☐

[1] California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485.
[2] California code of Regulations, Title 13, Sections 2449 and 2449.1.

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?	☐	☐	☐	☒

REGULATORY SETTING

FEDERAL

FEDERAL ENDANGERED SPECIES ACT

The Federal Endangered Species Act (FESA), 16 U.S.C. Section 1531 et. seq., provides a program for the conservation of endangered and threatened plants and animals, and their associated habitats. The law requires federal agencies to ensure that the actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitats of such species. The primary implementing agencies include the United States (U.S.) Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) (EPA, 2024a).

FESA establishes a process for listing species as endangered or threatened, including the addition or removal of species. It also prohibits the take of listed species, including actions like harming, harassing, trapping, or killing. Additionally, FESA requires federal agencies to consult with USFWS or NOAA (EPA, 2024a).

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA), U.S.C. 703-712, was enacted in 1918 and provides regulations to protect migratory birds by prohibiting the taking (i.e., hunting, killing, capturing, selling, and / or transporting) of any migratory bird or its parts, nests, or eggs without a permit. It was enacted in response to the over-hunting of birds and is based on treaties with several countries, including Canada, Mexico, Japan, and Russia. MBTA applies to nearly all native birds within the USFWS is responsible for the authorization and issuance of incidental take permits (U.S. Fish and Wildlife Service, 2025).

The list of migratory bird species protected by MBTA can be found under Title 50 Part 10.13 and was updated in 2023. A species is included on the list if it meets at least one of the following criteria (U.S. Fish and Wildlife Service, 2025):

i. It occurs in the United States or territory as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.

ii. Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or its territories as a result of natural or biological processes.

iii. New evidence exists for its natural occurrence in the United States or its territories resulting from natural distributional changes and the species occurs in a protected family.

STATE

CALIFORNIA ENDANGERED SPECIES ACT

The California Endangered Species Act (CESA) provides regulations to conserve and protect plant and animal species at risk of extinction in California. Following a formal listing process by the California Fish and Game Commission, plant and animal species may be designated as threatened or endangered under CESA. There are currently 250 species listed under CESA and the implementation of CESA has reduced and avoided impacts to California's endangered species. The regulations of CESA include the prohibition of taking any CESA-listed species without proper authorization. Take includes import and export, possession, purchase, or sale of CESA listed species (California Department of Fish and Wildlife, 2025).

CDFW coordinates with agencies, organizations, and other interested parties to study and protect CESA-listed species. Additionally, CDFW conducts reviews of petitions for listing under CESA, administrates permitting programs to authorize the take of listed species, maintains an extensive database of listed species and occurrences (including the California Natural Diversity Database (CNDDB)), and conducts periodic reviews to determine if conditions resulting in the original listing are still present (California Department of Fish and Wildlife, 2025).

LOCAL

SACRAMENTO COUNTY GENERAL PLAN

The Sacramento County General Plan outlines a vision for the County's growth and development. It includes policies and goals to address community issues (such as housing needs, environmental protections, and commercial development) while also emphasizing the importance of aesthetics, including lighting, landscaping, and site design.

The Conservation Element of the Sacramento County General Plan includes policies and objectives to protect and manage natural resources while maintaining long-term ecological health in unincorporated Sacramento County. The Conservation Element includes regulations for the protection of native and landmark trees, non-native canopy, and water quality in rivers and groundwater basins, which are crucial for supporting biological resources.

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

CO-146. If new tree canopy cannot be created on-site to mitigate for the 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.

The Sacramento County Environmental Justice (EJ) Element was created to address public health risks and EJ concerns of those living in disadvantaged communities, many of which are the result of geographic and procedural inequities. It aims to ensure all residents have access to a healthy environment, regardless of income, race, or ethnicity, by minimizing pollution exposure and promoting equitable access to resources and opportunities. Relevant General Plan policies include, but are not limited to, the following:

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

ENVIRONMENTAL SETTING

The project area includes an approximately 0.9-mile segment of Alta Arden Expressway in the Arden Arcade Community, in unincorporated Sacramento County. The project area consists primarily of paved roads, ornamental vegetation and trees, and residential and commercial development. A portion of Chicken Ranch Slough transects the project area; however, there are no proposed construction activities within the slough. The project area is relatively flat, with an estimated zero to eight percent slope.

Sacramento County has a Mediterranean climate with average summer (June to August) highs of 90 degrees Fahrenheit (°F) and winter (December to February) lows of 40 °F, with an average of approximately 18 inches of precipitation annually (NOAA, 2025). The dominant soil within the project vicinity is Red Bluff-Redding Complex, a gravelly clay loam formed from alluvium on terraces. The dominant soil types within the project area are Urban Land and Urban Land-Xerarents-Fiddyment complex.

BIOLOGICAL CONDITIONS

URBAN DEVELOPMENT

Urban development is defined as multi-family residential, scattered single-family residential, and commercial structures, including ornamental landscaping found surrounding residential housing. Ornamental landscape consists of native and non-native vegetation including, but not limited to, pistache tree (*Pistacia sp.*), ash tree (*Fraxinus excelsior*), liquid amber (*Liquidambar styraciflua),* elm tree (*Ulmus sp.*), olive (*Olea europaea*), and pine tree (*Pinus sp*.).

NATIVE AND NON-NATIVE TREES

Native Oak Trees

The project area is within an urban community, lined with single-family and multi-family residences and commercial businesses. Landscaping along the roadway consists of ornamental and native trees, shrubs, and turf. A tree inventory was completed by the County in June 2025. Two native oak trees, both in fair condition, were identified for removal. However, both trees are less than six inches in diameter at breast height.

Non-Native Trees

The tree inventory also identified 45 non-native trees for removal (**Table IS-3**). Among these trees are 32 trees in fair or better condition.

Table IS-3: Non-Native Tree Inventory

Tree Number	Tree Species	Diameter at Breast Height (dbh) (inches)	Canopy Area (square feet)	Condition
1	Ash	11	1,257	Fair
2	Ash	10.5	707	Fair

Tree Number	Tree Species	Diameter at Breast Height (dbh) (inches)	Canopy Area (square feet)	Condition
3	Ash	18.5	1,134	Good
4	Ash	21.5	2,124	Fair
5	Elm	20	4,072	Fair
6	Liquid Amber	8	201	Fair
7	Liquid Amber	11	1,257	Fair
8	Liquid Amber	11	452	Poor
9	Pistache	12	1,018	Poor
10	Olive	3	113	Fair
11	Pistache	12.5	1,810	Fair
12	Pistache	13	1,521	Fair
13	Liquid Amber	6	201	Fair
14	Olive	16	113	Fair
15	Modesto Ash	20	1,257	Poor
16	Pistache	21	1,521	Fair
17	Pistache	26	2,124	Fair
18	Liquid Amber	12	1,018	Fair
19	Walnut	12	1,018	Fair
20	Locust	7	201	Poor
21	Locust	17	1,810	Poor
22	Walnut	12	1,257	Poor
23	Walnut	12	1,521	Poor
24	Pine	28.5	1,521	Fair
25	Pine	8	201	Fair
26	Pine	21	1,257	Fair
27	Stone Pine	22	2,124	Poor
28	Liquid Amber	16	1,018	Fair
29	Liquid Amber	10	804	Fair
30	Liquid Amber	22	1,018	Fair
31	Liquid Amber	20	2,124	Fair
32	Pistache	10	1,810	Good
33	Liquid Amber	22	1,018	Fair
34	Pistache	14	1,810	Fair
35	Liquid Amber	6	314	Poor
36	Liquid Amber	12	1,018	Fair

Tree Number	Tree Species	Diameter at Breast Height (dbh) (inches)	Canopy Area (square feet)	Condition
37	Liquid Amber	16	1,018	Fair
38	Black Locust	8	452	Fair
39	Liquid Amber	37	314	Poor
40	Liquid Amber	16	201	Poor
41	Liquid Amber	24	201	Poor
42	Silk Tree	8	314	Fair
43	Elm	53	1,662	Fair
44	Liquid Amber	12	670	Fair
45	Liquid Amber	11	908	Poor

SPECIAL STATUS PLANTS

Searches of the U.S. Fish and Wildlife Service (USFWS) Information Planning and Consultation (IPaC), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), and California Native Plant Society (CNPS) Rare Plant Inventory databases were conducted to determine the potential for special status plant species to be found within the project area. The search results identified three special status plants including Sanford's arrowhead (S*agittaria sanfordii*), stinkbells (*Fritillaria agrestis*), and valley brodiaea (*Brodiaea rosea ssp. vallicola*). Based on an evaluation of the habitat requirements and existing conditions, special status plants species are not expected as the preferred habitat is not found within the project area.

SPECIAL STATUS 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*).

USFWS IPaC and CDFW CNDDB searches were conducted to determine the potential for special status wildlife species within the project area (**Table IS-4**). Based on an evaluation of the habitat required and existing conditions, there is low potential for one species to be found within the project area Swainson's hawk (*Buteo swansonii*). Criteria for determining presence is defined below:

- Not expected: Preferred habitat is not found within the project area.
- Low: Species is known to occur within five miles of the project area, and there is marginal habitat on-site; or species are not known to occur within five miles of the site, but suitable habitat is present.

Table IS-4: 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 no open areas with sandy or gravelly soils in the project area.
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.
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. 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.
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.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
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.
Insects				
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*), boneset (*Eupatorium* spp.), trout lilies (*Erythronium* spp.), and columbines (*Aquilegia* spp.).	Not expected. There are no farmlands or open fields within the project area.
Crotch's bumble bee *Bombus crotchii*	--	--	Typically found in open grasslands and shrubland, nesting underground.	Not expected. There are no grasslands or shrublands within the project area.

Common and Scientific Names	Federal	State	Habitat Requirements	Potential
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.	Not expected. 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.
Mammals				
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.
Reptiles				
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.

Sources: California Department of Fish and Wildlife, 2025); National Audubon Society, 2025; (National Wildlife Federation, 2025; U.S. Fish and Wildlife Service, 2025b; U.S. Fish and Wildlife Service, 2025c

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 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.

   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 Mitigation Measure BIO-2, Swainson's Hawk Nesting Habitat. Therefore, 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. There are no riparian habitats or other sensitive natural community within the project area; therefore, implementation of the project would not result in substantial adverse effects on riparian habitats or other sensitive natural community.

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.

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 to less than significant.

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

Less Than Significant. As described above, two native oak trees within the project area would be removed as part of construction of the project. However, both trees are less than six inches in diameter at breast height; therefore, the project would not adversely affect or result in the removal of native or landmark trees.

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. In total, 37,906 square feet of non-native tree canopy will be removed. In accordance with General Plan Policy EJ-23, approximately 47,382 square feet of canopy must be replaced (the total canopy plus 25 percent). Therefore, construction of the project will implement Mitigation Measure BIO-3, Non-Native Tree Canopy Replacement, to reduce impacts to tree canopy removal to 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.

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: Swainson's Hawk Nesting Habitat

If construction, grading, or project-related improvements are to commence between February 1 and September 15, a focused survey for Swainson's hawk nests on the site and within a ½ mile of the site shall be conducted by a qualified biologist no later than 30 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Fish and Wildlife shall be contacted to determine appropriate protective measures, and these measures shall be implemented prior to the start of any ground-disturbing activities. If no active nests are found during the focused survey, no further mitigation will be required.

BIO-3: Non-native Tree Canopy Replacement

Removal 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?	☐	☒	☐	☐

REGULATORY SETTING

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA is the state law that applies to a project's impact on cultural resources. A project is an activity that may cause a direct or indirect physical change in the environment and that is undertaken or funded by a state or local agency or an activity that requires a permit, license, or lease from a state or local agency. CEQA requires that impacts to historical resources be identified and, if the impacts are significant, that mitigation measures be implemented to reduce the impacts.

As defined by CEQA, impacts to a historical resource are significant, specifically if the resource is demolished or destroyed or if the characteristics that made the resource eligible are substantially impaired. Significant impacts result if:

- An eligible building, structure, and/or feature is demolished or altered;
- An eligible archaeological site is wholly or partially destroyed;
- Impacts to the integrity of setting (or visual impacts) of physical features in the area of a project in the vicinity of an eligible resource.

GOVERNMENT CODE SECTION 6254(R) AND 6254.10

These sections of the California Public Records Act were enacted to prevent archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission (NAHC).

Similarly, Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the procession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency. This includes records that the agency obtains through a consultation process between a Native American tribe and a state or local agency".

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (CRHR) is a guide for state and local agencies, private groups, and the public to be used to identify state historical resources and identify properties to be protected from substantial adverse change to the extent prudent and feasible. Properties that are listed or eligible to be listed in the National Register of Historic Places (NRHP) and/or the California Historical Landmarks (CLH) are automatically included in the CRHR. Other properties identified as significant in historical resource surveys or designated by local landmarks programs, as recognized under the California Points of Interest Program, may be nominated for inclusion in the CRHR.

Eligibility for the CRHR includes one or more of the following criteria. Additionally, the resource must retain integrity, evaluated using the retention of design, material, workmanship, location, feeling, and/or association.

1. The resource is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. The resource is associated with the lives of persons important to local, Californian, or national history.

3. The resource embodies distinctive characteristics of a period, type, region, or method of construction, or represent the work of a master or possesses high artistic values.

4. The resource has yielded, or has the potential to yield, information important to the prehistory of the local area, California, or the nation.

Environmental Setting

A confidential records search conducted by the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) and identified California Department of Transportation (Caltrans) Bridge 24C0415 within project area. Caltrans has assessed this bridge as ineligible for NRHP listing (Caltrans, 2019). This bridge is located where Alta Arden Expressway crosses Chicken Ranch Slough and was built in 1972. Additionally, the records search identified one recorded resource. One previous report was recorded that covered a portion of the project area with four reports within a quarter mile radius 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. Caltrans Bridge 24C0415 was identified by a records search of CHRIS. However, Caltrans has assessed this bridge as ineligible for NRHP listing. Additionally, the records search also identified one recorded resource within a quarter mile of the project area. 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.

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

No Impact. Based on an evaluation of 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 archaeological resources within the project area.

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 reduced to 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.

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.

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?	☐	☒	☐	☐

REGULATORY SETTING

STATE

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT (1972)

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) provides policies and criteria to assist jurisdictions to reduce losses from surface fault rupture. The Alquist-Priolo Act was enacted following the destruction of 1971 San Fernando earthquake. The act prohibits most structures for human occupancy being placed over the trace of an active fault. The Alquist-Priolo earthquake fault zones are regulatory zones surrounding surface traces of active faults in California that are used to determine if a location has the potential for surface rupture and if a structure for human occupancy can be constructed (California Department of Conservation, 2025c).

SEISMIC HAZARDS MAPPING ACT (SHMA) (1990)

The Seismic Hazards Mapping Act (SHMA) directs the California Department of Conservation, California Geological Society to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. Liquefaction occurs when loose, water-saturated sediments lose strength and fail during strong ground shaking. Landslides occur in weak soil and rock located on sloping terrain where the hillslope surface may fail when shaken by an earthquake. Similarly to the Alquist-Priolo earthquake fault zones, the Seismic Hazard Zones are used to determine the presence of weak soil and/or rock within a site (California Department of Conservation, 2025d).

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 slope of approximately one percent, and an average elevation of 47 feet above mean sea level.

SOILS

According to the Natural Resources Conservation Service's (NRCS) Web Soil Survey, area around the project area is underlain with the following soil types: Urban Land and Urban Land-Xerarents-Fiddyment complex (**Table IS-5**) (National Resources Conservation Service, 2025).

Table IS-5: Project Area Soil Descriptions

Soil Name	Slope Class	Soil Depth	Drainage	Erosion Potential	Linear Extensibility[1]
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

Source: Natural Resource Conservation Service, 2025
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.

SEISMIC HAZARDS

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 Geological Survey, 2025a). 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 nearest active fault to the project area is the Dunnigan Hills Fault, approximately 25 miles northwest.

Ground shaking is the result of faulting and is the primary cause of earthquake damage to manmade structures. The Cumulative Shaking Intensity map[3] indicates the project area is in an area that has historically had weak to light shaking with no property damage (California Geological Survey, 2025b). While the 2025 Earthquake Shaking Potential map[4] identifies the project area is in an area of very strong to severe shaking (California Geological Survey, 2025c).

Additionally, according to the seismic hazards identified by the California Geologic Survey, the project area is not within an area designated as a liquefaction or landslide hazard (California Department of Conservation, 2025a).

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

[3] Compiled from intensity maps which are automatically generated following an earthquake using data collected by seismic instruments from 1981 to 2023 (California Geological Survey, 2025a).
[4] Shaking from potential future earthquakes. The shaking depicted in this map is not from a singular earthquake but what could be experienced over time

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, 2025) there are 126 paleontological records within 13 localities of Sacramento County, with six of them from the Riverbank Formation. The project site does not consist of the identified localities.

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.

ii. Strong seismic ground shaking?

Less Than Significant. The nearest active fault to the project area is 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 2025 Earthquake Shaking Potential Map indicates the potential for shaking from earthquakes is anticipated to be very strong to severely strong in the future. However, historically, the Cumulative Shaking Intensity Map indicates the project area is within an area with weak to light intensity shaking from earthquakes. Additionally, the project does not consist of the construction of new structures. Therefore, this would have a less than significant impact.

iii. Seismic-related ground failure, including liquefaction?

No Impact. The project area is not within a liquefaction hazard zone.

iv. Landslides?

No Impact. The project area is not within a landslide zone.

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.

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.

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 Alta Arden Expressway, 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 reduced to 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?	☐	☐	☐	☒

REGULATORY SETTING

STATE

California has adopted statewide legislation addressing various aspects of climate change and greenhouse gas (GHG) emissions mitigation. Much of this legislation establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. California reached the goals set in AB 32 in 2016. As a follow up to AB 32, SB 32 (the Global Warming Solutions Act of 2006) extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order S-03-05 identifies a longer-term goal for 2050.[5]

REGIONAL

As discussed in the Air Quality Section, the project area is within the boundaries of the SMAQMD. The SMAQMD has developed 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 AB 32 and SB 32.

GHG Thresholds of Significance

Addressing GHG generation impacts requires an agency to decide as to what constitutes a significant impact. The Governor's Office of Land Use and Climate Innovation (formerly OPR) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established

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

such a threshold or recommended method for setting a threshold for proposed development-level analysis.

On April 23, 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB's 2017 Climate Change Scoping Plan. SMAQMD developed thresholds for Sacramento County based on determining the County's share of statewide 2030 GHG emissions by sector, versus new development, allocating 2030 GHG emissions from new development among land sues and place types to set numeric thresholds, and setting best management practices by land uses and place types that achieve those numeric thresholds. The Sacramento County's Board of Supervisors adopted the updated GHG threshold in December 2020. SMAQMD's technical support document, "GHG Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

For land development and construction projects, the SMAQMD thresholds of significance for GHG, for both construction and operational phases, is 1,100 MT CO_2e (metric tons of carbon dioxide equivalent) per year. For Stationary sources, the threshold of significance for the construction phase is 1,100 MT CO_2e per year and for the operational phase, 10,000 MT CO_2e per year.

LOCAL

The County's Climate Action Plan (CAP), adopted by the Board of Supervisors in November 2024, is a comprehensive, multi-objective plan that balanced environmental, economic, and community interests for the reduction of GHG emissions. As part of the CAP, the County prepared GHG inventories for community and government operations, categorized by sector for a baseline year (2015). Based on the forecast, GHG emissions, and population projections, the County is expected to have an emissions rate of 4.95 MT CO_2e per capita in 2039. The County's goal is to achieve carbon neutrality by 2030.

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 demonstrate compliance with applicable measures and actions.

ENVIRONMENTAL SETTING

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.

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, 2025) and were determined to amount to 101 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 GHG 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 Alta Arden Expressway and would not increase vehicle capacity or create other new sources of GHG emissions. The project would be consistent with applicable air quality plans, including the adopted Sacramento County CAP. 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?	☐	☐	☐	☒

REGULATORY SETTING

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 et seq., gives the EPA the authority to control hazardous waste from its creation to its disposal, including treatment, transportation, storage, generation, and disposal. RCRA provides the framework for the management of non-hazardous solid waste (EPA, 2025a).

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was enacted in 1980, amended in 1986, and established the Superfund program. Superfund sites are areas that have been contaminated with substances that require cleanup to protect the environment and public health. The EPA maintains the National Priorities List (NPL), which provides information on sites that warrant further cleanup and investigation. CERCLA identifies classes of responsible parties for responding to the release of hazardous material and provisions for reporting requirements and cleanup procedures to be followed.

TITLE 49 OF THE CODE OF FEDERAL REGULATIONS

Title 49 of the Code of Federal Regulations (CFR) provides rules and regulations for the transportation of hazardous materials, motor vehicles, railroads, aviation, and pipelines within the United States. The Department of Transportation, and other relevant agencies, utilize these guidelines to ensure safety, security, and efficiency in all modes of transportation. Hazardous materials transport is regulated by packaging, documentation, marking, and training requirements. The Pipeline and Hazardous Material Safety Administration requires compliance

with the registration requirements of CFR Title 49. Additionally, the Federal Motor Carrier Safety Administration requires carriers to obtain Hazardous Materials Safety Permits prior to the transportation of certain quantities of materials that may constitute a greater safety risk.

STATE

CALIFORNIA HEALTH AND SAFETY CODE

The California Health and Safety Code (HSC) establishes laws and regulations on hazardous materials, controlled substances, and public nuisances to protect public safety, health, and the environment. Strict regulations on handling, storage and disposal of hazardous materials is set by the HSC under the Hazardous Waste Control Law. Oversite of enforcement by state and local governments is shared between the California Department of Public Health and the California Environmental Protection Agency. The California Department of Toxic Substances Control (DTSC) oversees the HWCL and ensures that hazardous materials are labeled, transported, and disposed of appropriately. Additionally, all businesses generating hazardous waste must register with DTSC and comply with the RCRA (Legal Clarity California, 2025).

DTSC maintains an online digital data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites known or suspected of having contamination issues. This system is called EnviroStor (Department of Toxic Substances, 2025). Similarly, the State Water Board maintains an online data management system, GeoTracker, to track compliance data for both authorized and unauthorized discharges (State Water Board, 2025).

CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 8, SECTION 1532.1

Title 8, also referred to as Cal/OSHA, outlines the state's occupational safety and health standards. Section 1532.1 pertains to occupational lead exposure. These regulations establish requirements for exposure monitoring, medical surveillance, hygiene facilities, and employee protection.

CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 22, DIVISION 4.5 AND SECTION 66261.24

Title 22 is a compilation of state laws developed by state agencies to implement the laws enacted as part of the HSC. Division 4.5 focuses on environmental health standards for the management of hazardous waste. While the HSC provides the framework for the management of hazardous materials in California, CCR Title 22, Division 4.5 provides the detailed rules and standards for how those laws are to be implemented. CCR Title 22, Section 66261.24 defines the characteristic of toxicity for hazardous waste by establishing maximum concentrations of contaminants for the toxicity characteristic of contaminants, including lead with a hazardous waste threshold of 5.0 mg/l.

CALIFORNIA VEHICLE CODE

Within California, the transportation of hazardous materials, and shipments that exceed 500 pounds, on highways requires the issuance of a Hazardous Materials Transportation License by the California Highway Patrol (CHP). Transportation routes are reviewed by CHP, in consultation with the California Department of Transportation (Caltrans), and must generally follow the most direct route, using state and interstate highways (California Highway Patrol, 2015).

LOCAL

SACRAMENTO COUNTY HAZARDOUS MATERIALS ELEMENT AND EMD

The Sacramento County General Plan includes a Hazardous Materials Element which provides policies and programs to protect the residents of Sacramento County from the effects of hazardous materials. The County's involvement in hazardous materials management is intended to minimize the impact of hazardous materials on human health and the environment. Relevant policies include, but are not limited to, the following:

HM-4: The handling, storage, and transport of hazardous materials shall be conducted in a manner so as not to compromise public health and safety standards.

HM-11: Protect residents and sensitive facilities from incidents which may occur during the transport of hazardous materials in the County.

Sacramento County EMD oversees hazardous waste management within unincorporated Sacramento County. Key aspects of EMD's responsibilities include the regulation of hazardous materials storage, hazardous materials business plans, incident response, enforcement and inspections, hazardous waste determination, and the provision of disposal resources to the public.

ENVIRONMENTAL SETTING

The project area is in an urban area of the Arden-Arcade community in unincorporated Sacramento County. There are multi-family and single-family residences and commercial properties on either side of Alta Arden Expressway 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 are several closed leaking underground storage tank (LUST) within a 0.5-mile radius of the project area, with no LUST cases located along the project alignment. The closest active site is an unknown cleanup program site approximately 0.7 miles north of the project area. Sacramento McClellan Airport, which is approximately three miles north of the project area, is a superfund site on the U.S. EPA list.

Historically, lead was a common fuel additive, and as such, there is a possibility that the roadside soils may be contaminated with lead. This is called aerially deposited lead (ADL). Segments of the project area within the various roadway locations have either been fully paved or partially paved with exposed soil. An Initial Site Assessment (ISA) and ADL Assessment (Appendix C), dated March 5, 2025, prepared by NCE, evaluated the project area. These assessments evaluated the potential for hazards that may impact the project and construction activities, create exposures to workers and the public during construction, and/or impact future

site users. The ADL Assessment identified concentrations of soluble lead in soil that exceeds the CCR Title 22, Section 66261.24 hazardous waste threshold of 5.0 mg/l.

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 with Mitigation. 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.

As previously discussed, transportation of hazardous materials on area roadways is regulated by the California Highway Patrol (CHP) and Caltrans, and use of these materials is regulated by DTSC, as outlined in CCR Title 22. Furthermore, the ISA and ADL Assessment identified levels of lead in soil within the project area that exceed the regulatory thresholds. Therefore, construction workers will be required to follow Cal/OSHA rules/regulation pertaining to lead exposure outlined in CCR Title 8, Section 1532.1 and construction of the project would implement Mitigation Measure HAZ-1, Aerially Deposited Lead, and impacts related to significant hazards to the public or environment through transport, use, or disposal and impacts would be less than significant with mitigation.

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, such as the handling of construction-related hazardous materials and waste such as oil and lubricants. 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 is one school (Diamonte Montessori School of Sacramento) within one quarter mile of 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. 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.

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 response or an emergency evacuation plan.

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.

Environmental Mitigation Measures

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

HAZ-1: Aerially Deposited Lead

All soil excavated between the surface and 1.5-foot bgs west of Markston Road in areas that have exposed soil should not be re-used and should be disposed of at an appropriate licensed disposal facility. This soil should be segregated from other excavated soils to avoid mixing. Where testing indicated that concentrations of total lead do not exceed approximately 500 mg/kg, soil should be stockpiled for profiling, transportation, and disposal in accordance with a licensed disposal facility. All excavated soil from areas where testing indicated that concentrations of total lead exceed 500 mg/kg should be stockpiled separately to avoid commingling soil that may be classified as California hazardous waste. This stockpile should be profiled, transported, and disposed of in accordance with the disposal facility.

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?	☐	☐	☐	☒

REGULATORY SETTING

FEDERAL

CLEAN WATER ACT

The CWA is the primary federal law in the U.S. regulating water pollution. It aims to restore and maintain the chemical, physical, and biological integrity of the nation's waters and establishes a framework for regulating discharges of pollutants into U.S. waters and sets water quality

standards for surface waters. CWA programs are directed at point sources[6] and non-point sources[7] of pollution. The CWA makes it illegal to discharge any pollutant from a point source into U.S. waters without a permit. The EPA and USACE share responsibility for enforcing the CWA, including the monitoring of compliance and the investigation of unpermitted discharges.

Section 402 regulates the discharge of dredged or fill material into wetlands and other waters and requires authorization from the Secretary of the Army, acting through USACE. The NPDES permit program is administered by the EPA and regulates discharges from point sources.

While the CWA establishes a national framework for water pollution, it also recognizes the primary role of states in addressing water pollution, including funding for treatment of wastewater. The 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 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.

STATE

CALIFORNIA WATER PLAN

The California Water Plan is a strategic plan that is updated every five years and guides the sustainable management and development of water resources, addressing climate change, watershed resilience, and equitable water management. The Plan addresses current and future needs by analyzing water supplies, demands, and the impact of climate change on natural resources. The plan promotes Regional Water Management and emphasizes watershed resilience, equitable water management, and the integration of natural and built infrastructure.

PORTER-COLOGNE WATER QUALITY CONTROL ACT

Enacted in 1969, the Porter-Cologne Water Quality Control Act is the primary state law governing water quality in California. The act applies to all waters of the state, including groundwater, surface water, and wetlands and regulates both nonpoint sources and point sources of pollution. The goal of the act is to protect and enhance the quality of California's waters for the benefit of the public and the environment.

The Porter-Cologne Water Quality Control Act empowers the Regional Water Quality Control Boards to regulate activities that may affect water quality, including issuing WDR permits, setting water quality standards, and enforcing regulations.

SUSTAINABLE GROUNDWATER MANAGEMENT ACT

The Sustainable Groundwater Management Act (SGMA) was enacted in 2014 and aims to sustainably manage groundwater resources, particularly in high and medium priority basins.

[6] Any single identifiable source of pollution from which pollutants are discharged (piles and ditches) (EPA, 2024b).
[7] Land runoff, precipitation, atmospheric deposition, seepage, hydrologic modifications, and drainage (EPA, 2024b).

SGMA requires local Groundwater Sustainability Agencies (GSAs) to develop and implement Groundwater Sustainability Plans (GSPs) to avoid undesirable results. GSPs outline how groundwater will be sustainably used and managed without causing six undesirable results in the basins: significant and unreasonable declines in groundwater levels, reductions in groundwater storage, intrusion of seawater, degradation of water quality, subsidence of land, and depletions of interconnected surface waters. GSPs address overuse and excessive groundwater pumping, causing overdraft in the basins, to achieve balanced levels of groundwater to reach long-term sustainability. The California Department of Water Resources (DWR) and the State Water Board are the two lead state agencies implementing SGMA (State Water Board, 2025b).

REGIONAL

CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

There are nine Regional Water Quality Control Boards in California that are responsible for the development and enforcement of water quality objectives and implementation plans. These standards are found in Basin Plans and statewide policies administered by the State Water Board. The Central Valley Regional Water Quality Control Board (RWQCB) encompasses approximately 60,000 square miles, extending from the Oregon border to the northern tip of Los Angeles County, including the entire watersheds for the Sacramento and San Joaquin Rivers.

As required by the Porter-Cologne Water Quality Control Act, the Central Valley Water Board has designated beneficial uses for water body segments in its jurisdiction, along with water quality criteria necessary to protect these uses, as contained in the Sacramento and San Joaquin River Basin Plan (Central Valley Water Board, 2019).

SOUTH AMERICAN SUBBASIN GROUNDWATER SUSTAINABILITY PLAN

The South American Subbasin Groundwater Sustainability Plan (Plan) was adopted in 2021 by the Sacramento Central Groundwater Authority, Omochumne Hartnell Water District, Sloughhouse Resource Conservation District, and Northern Delta Groundwater Sustainability Agency (NDGSA). The 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.

LOCAL

The Sacramento County Conservation Element of the General Plan provides policies and programs to preserve, protect, and manage the health and integrity of aquatic resources, including groundwater and surface water quality. Further, water quality issues are regulated and addressed by the provisions of the NPDES Municipal Stormwater Permit issued to Sacramento County by the Central Valley Water Board, the County's Stormwater Pollution and Erosion Control Ordinance, the County's Stormwater Management and Discharge Control Ordinance, as well as the County's Land Grading and Erosion Control Ordinance. Relevant General Plan policies include, but are not limited to, the following:

CO-24: Comply with the Sacramento Areawide NPDES Municipal Stormwater Permit or subsequent permits, issued by the Central Valley Regional Water Quality Control Board (Regional Board) to the County, and the Cities of Sacramento, Elk Grove,

Citrus Heights, Folsom, Rancho Cordova, and Galt (collectively known as the Sacramento Stormwater Quality Partnership [SSQP]).

CO-28. Comply with other water quality regulations and NPDES permits as they apply to County projects or activities, such as the State's Construction General Permit and Aquatic Pesticides Permit.

CO-30: Require development projects to comply with the County's stormwater development / design standards, including hydromodification management and low impact development standards, established pursuant to the NPDES Municipal Stormwater Permit. Low impact development design and associated landscaping may serve multiple purposes including reduction of water demand, retention of runoff, reduced flooding, and enhanced groundwater recharge.

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 the American River watershed (delineated by the National Hydrologic Dataset HUC-10).

The Lower American River (HUC 1802011102) watershed drains 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 (FEMA, 2012).

SURFACE WATER QUALITY

As required by the Porter-Cologne Water Quality Control Act, the Central Valley RWQCB has designated beneficial uses for water body segments in its jurisdiction (including the 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).

As previously discussed, Chicken Ranch Slough runs through the project area flowing southwest and eventually discharging into the American River. **Table IS-6** 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-6: Section 303(d) List of Impaired Water Bodies

Impaired Water Body	Pollutant	Source	TMDL Status[1]	Date[2]
Chicken Ranch Slough	Chlorpyrifos	Urban runoff/storm sewers	5B	No expected attainment date
Chicken Ranch Slough	Diazinon	Urban runoff/storm sewers	5B	No expected attainment date
Chicken Ranch Slough	Pyrethroids	Unknown	5B	No expected attainment date
Chicken Ranch Slough	Toxicity	Unknown	5A	2021
American River, Lower [3]	Benzo[b]fluoranthene	Unknown	5A	2037
American River, Lower [3]	Bifenthrin	Unknown	5A	2037
American River, Lower [3]	Chrysene (C1-C4)	Unknown	5A	2037
American River, Lower [3]	Cyfluthrin	Unknown	5A	2037
American River, Lower [3]	Cyhalothrin, Lambda	Unknown	5A	2037
American River, Lower [3]	Indicator Bacteria	Unknown	5A	20274
American River, Lower [3]	Mercury	Unknown	5A	2010
American River, Lower [3]	PCBs (Polychlorinated biphenyls)	Unknown	5A	2037
American River, Lower [3]	Pyrethroids	Unknown	5A	2027
American River, Lower [3]	Temperature, water	Unknown	5A	2034
American River, Lower [3]	Toxicity	Unknown	5A	2021

Source: (State Water Resources Control Board, 2024)
Notes: TMDL – Total Maximum Daily Load

[1] TMDL status definitions: 5A – TMDL still required; 5B – being addressed by USEPA approved TMDL
[2] Date relates to the TMDL status; for 5A – TMDL scheduled completion date; for 5B – date USEPA approved TMDL
[3] Nimbus Dam to confluence with Sacramento River segment

GROUNDWATER

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).

SUSTAINABLE GROUNDWATER MANAGEMENT

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 in the project area 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 transects Alta Arden Expressway within the project area. 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.

Implementation 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 Section 15.12 of the County's Stormwater Ordinance, 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.

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.

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 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?

Less than Significant. Implementation of the project includes filling in sidewalk gaps along Alta Arden Expressway, 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 in 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.

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 bicycle facilities, and modification of 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). However, 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 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.

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?	☐	☒	☐	☐

Regulatory Setting

Sacramento County General Plan Land Use Element

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 of the General Plan establishes the foundation for future land use and development throughout the County and establishes a land use classification system as well as land use policies. As required by State law, The Land Use Element must identify land use designations and intensities. As such, the County Land Use Element provides designations and intensities for urban, rural, and open space development.

Arden-Arcade Community Plan

The Arden Arcade Community Plan (Community Plan) was adopted in November 1980 (Res. No. 80-1357) to identify specific goals and objectives for the development of the community. The Community Plan spans approximately 21 square miles and is generally bounded by Auburn Boulevard, Winding Way, Walnut Avenue, Arden Way, the American River, and Sacramento City limits. The Community Plan was developed to provide guidance for the future growth and development of the Arden Arcade area and includes community goals and objectives, policies and programs, and a recommended pattern of future land uses. Land use designations in the Community Plan are generally consistent with the land use designations in the General Plan Land Use Element.

Sacramento County 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. Chapter 2 of the Zoning Code, Zoning Districts, divides unincorporated areas into various zoning districts, each with development standards and use regulations. These districts are categorized into agricultural, agricultural-residential, residential, and combining zoning districts.

ENVIRONMENTAL SETTING

The project alignment is along Alta Arden Expressway from Howe Avenue to Fulton Avenue, in the unincorporated Arden Arcade community in Sacramento County. The project area is predominantly within the existing public ROW; however, additional ROW acquisition would be required to accommodate the proposed improvements.

Within the project area, Alta Arden Expressway is designated as a local street in the General Plan Transportation Diagram (Sacramento County, 2019b). The project area includes medium density residential and commercial and offices land use designations based on the General Plan (**Plate IS-4**). 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 medium density residential, general commercial, light commercial, business park (**Plate IS-5**). Similar to the General Plan and Community Plan, the project area includes land use zones of, high density multifamily residential (RD-30), business professional office (BP), general commercial (GC), light commercial (LC), auto commercial (AC), special planning area (SPA) (**Plate IS-6**).

IMPACT DISCUSSION

a. Would the project physically divide an established community?

No Impact. Construction of the project would improve pedestrian and bicycle facilities along Alta Arden Expressway, including filling in gaps in the sidewalks and addition of bike lanes. Although ROW 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.

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 Measure BIO-2 to compensate for impacts to 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 policies or regulations.

ENVIRONMENTAL MITIGATION MEASURES

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

Plate IS-4: General Plan Land Use Designations

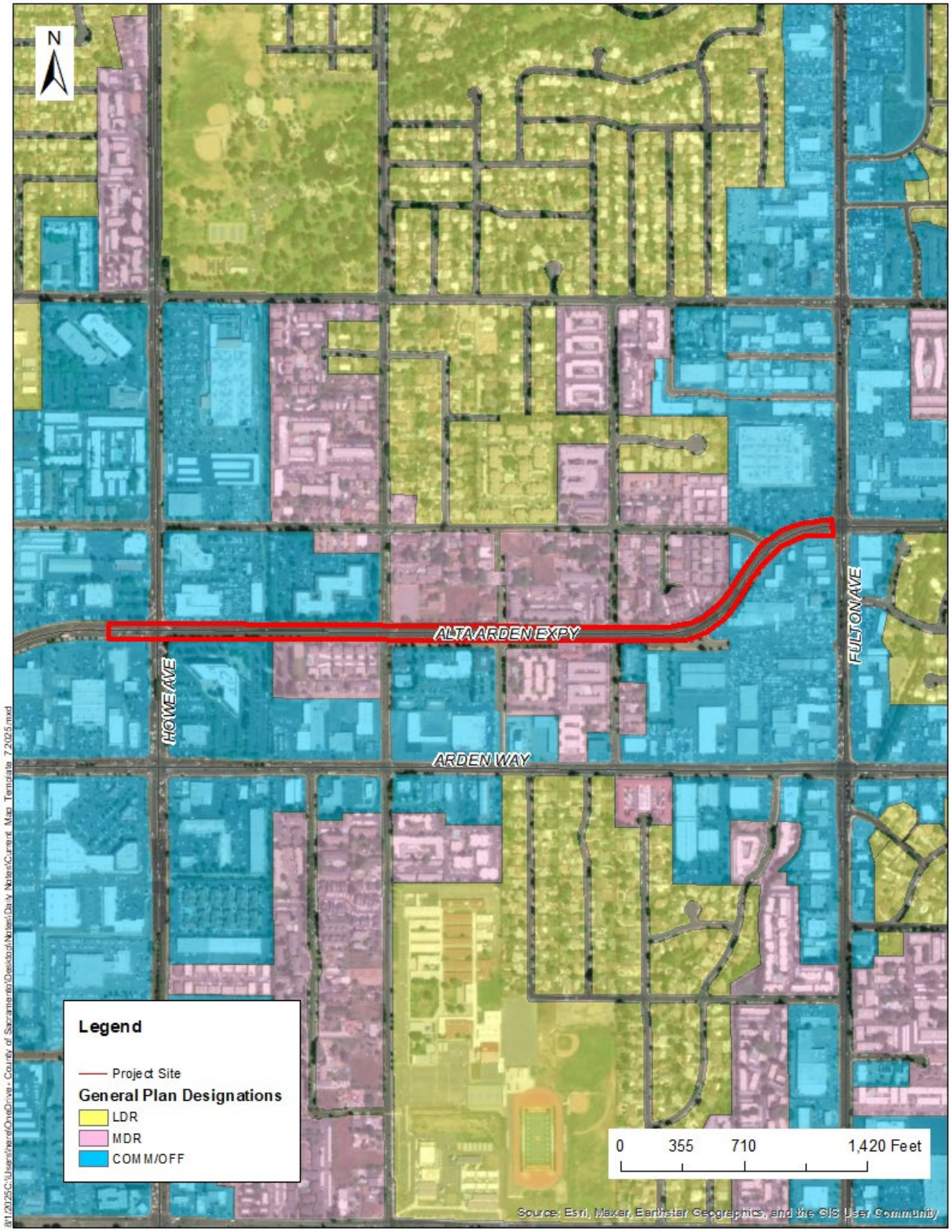


Plate IS-5: Arden Arcade Community Plan Land Use Designations

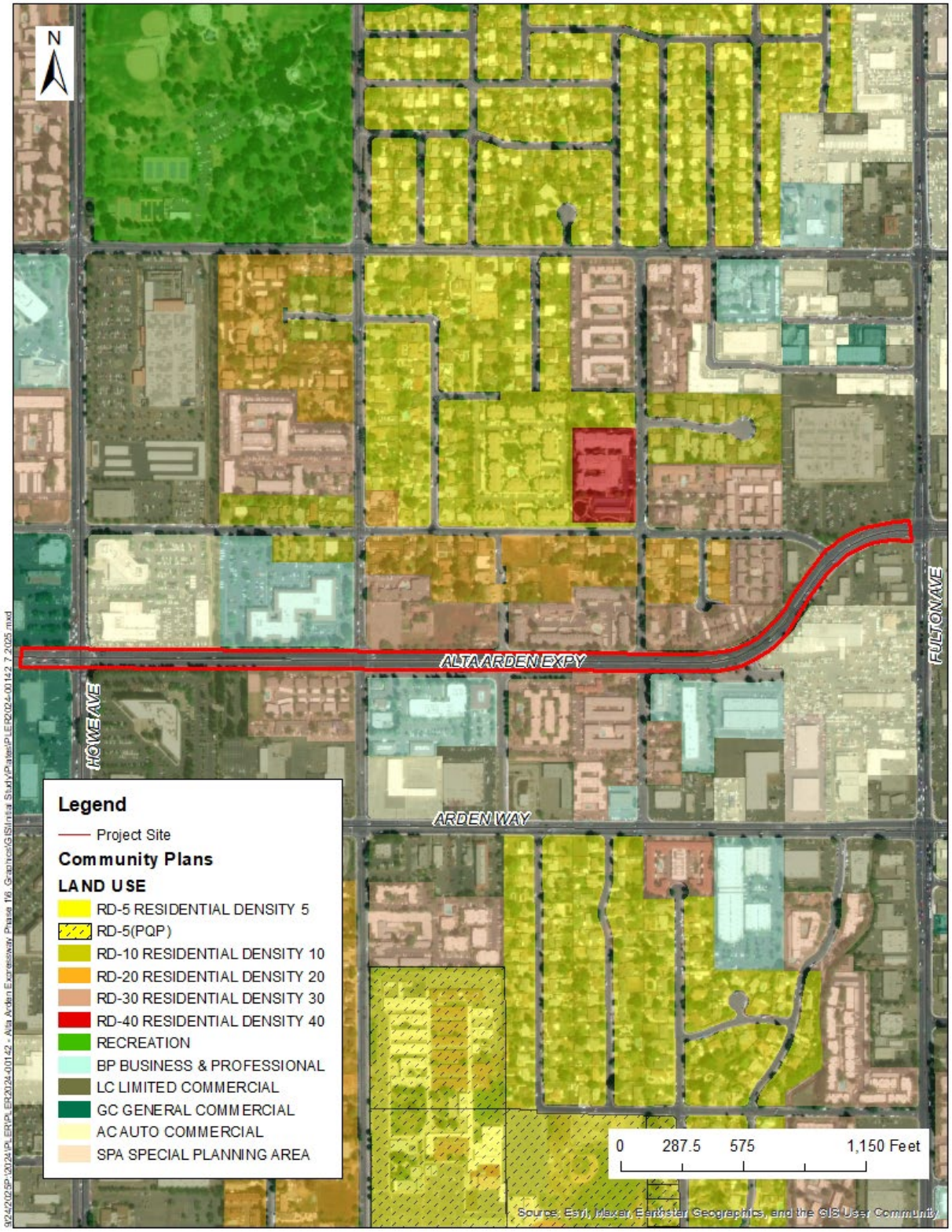
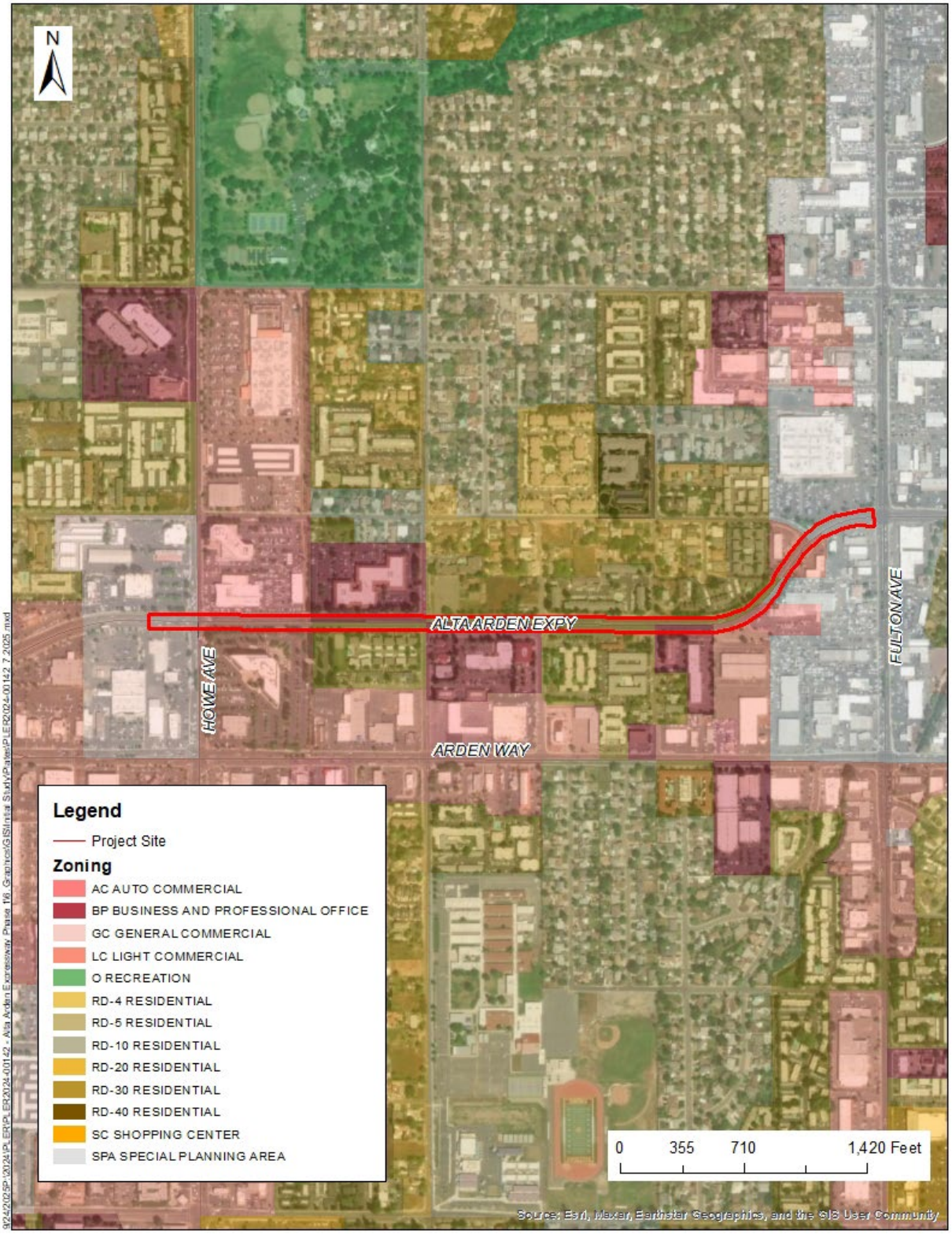


Plate IS-6: Zoning Classifications



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.

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.

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?	☐	☐	☒	☐

REGULATORY SETTING

FEDERAL

CLEAN AIR ACT (1970)

The Clean Air Act originally included a goal to minimize noise pollution from various sources, and established the Office of Noise Abatement and Control (ONAC). In 1981, the primary role of ONAC, to study noise and its effects and coordinate federal noise control activities, was shifted to local and state governments. EPA retains the authority to study noise and evaluate regulations (primarily through the Noise Control Act and the Quiet Communities Act) (U.S. Environmental Protection Agency, 2025a).

NOISE CONTROL ACT (1972)

The Noise Control Act of 1972 established a nationwide policy to reduce noise pollution and directed the EPA to identify permissible dB levels for various noise sources (U.S. Environmental Protection Agency, 2025b).

QUIET COMMUNITIES ACT (1978)

In 1978, the Quiet Communities Act aimed to address noise pollution by empowering the EPA to assist local and state governments in the development of noise control programs. EPA was authorized to coordinate federal noise control efforts and conduct research and disseminate collected information (GovTrack, 2025).

STATE

GOVERNMENT CODE SECTION 65302(F)

Government Code Section Government Code Section 65302(f) requires that all California local governments include a noise element as part of their General Plan. The noise element is required to identify and assess noise issues within the community. Metrics used for planning purposes to assess cumulative noise exposure in communities include the CNEL and Day / Night Average Sound Level (Ldn). These metrics include artificial decibel increments during quiet hours to account for increased sensitivity to noise during those periods.

LOCAL

SACRAMENTO COUNTY NOISE ELEMENT

The Sacramento County Noise Element of the General Plan provides a basis for comprehensive local policies to control and abate environmental noise and protect residents. For places of worship, the Noise Element identifies a noise range for outdoor areas during the day of 55-75 dB and an interior range of 35-60 dB.

Relevant General Plan policies include, but are not limited to, the following:

- 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.

SACRAMENTO COUNTY MUNICIPAL CODE

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

ENVIRONMENTAL SETTING

The project area is within an urbanized portion of the Arden Arcade community. The surrounding properties include residential and commercial land uses.

Sensitive Receptors

Noise is generally described as unwanted sound and in terms of "ambient" levels. Excessive noise can contribute to undue stress and annoyance, impacting sleep, speech, and recreation, especially in residential areas. The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a dB. Intensity of sound can vary in intensity, with noise levels at the maximum human sensitivity from 500 – 2,000 dBA (A-weighted dB[8]). As community receptors are more sensitive to unwanted noise intrusion during the evening and nighttime hours, artificial dBA increment is generally added to quiet time noise levels.

Furthermore, noise-sensitive receptor locations generally include areas where quiet is an essential element of their intended land use, including hospitals, schools, nursing homes, daycare centers, and residences.

The project area is bounded on all sides by sensitive receptors, including single-family and multi-family dwellings along the north and south sides of Alta Arden Expressway. The closest school is Diamante Montessori School along Markston Road approximately 180 feet north of Alta Arden Express way.

[8] Measurement of sound that is adjusted to match how the human ear perceives sound.

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 vehicles travel along Alta Arden Expressway and the surrounding 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). The project is not capacity increasing and construction of the project will adhere to General Plan Policy NO-8.

As previously mentioned, sensitive receptors in the project area include residences and schools, with the nearest approximately 15 feet north of Alta Arden Expressway. Compliance with the County's Municipal Code (Section 6.68.090(e)) exempts construction activities from the 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 the Federal Transit Authority's recommended procedure for applying a propagation adjustment to these reference levels, the predicted worst-case vibration levels of approximately 0.45 in/sec PPV and 93VdB at the closest existing structures, located approximately 15 feet from the project area. These vibration levels would exceed 0.2 in/sec PPV criterion identified by 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). The project would also 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 vibration levels and groundborne vibration noise would be temporary. The long-term operation of the project would not include any groundborne vibration sources. Therefore, implementation of the project would generate temporary

groundborne vibration and 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 also two schools adjacent to the project area.

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.

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 ROW, although ROW acquisitions are proposed these would be limited to small portions fronting Alta Arden Expressway 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.

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 106 located at 2200 Park Towne Circle, approximately one mile east 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 six miles northeast of the project area.

SCHOOLS

The project area is within the San Juan Unified School District. As previously described, there are two schools within 0.3-mile of Alta Arden Expressway and two more within 0.6-mile of the project area.

PARKS

The nearest parks are Howe Community Park and Santa Anita Park, which are located approximately 0.5-mile north of the project area.

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.

   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.

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?	☐	☐	☐	☒

REGULATORY SETTING

The Public Facilities Element of the General Plan focuses on the planning, development, and maintenance of essential public facilities and services, including recreation. The element establishes a framework for the development and maintenance of recreational facilities to meet both current and future needs of the community. The County Department of Regional Parks is the service provider for regional parks and operates with a goal of providing a total of 20 acres of regional and local parks per 1,000 residents from various sources. Of the 20 acres, the Department of Regional Parks strives to provide 12 acres per 1,000 residents in its inventory of regional parks and open space, with the remaining balance to be provided by local park districts and other entities, including the State of California, federal agencies, and conservation / land trust organizations.

ENVIRONMENTAL SETTING

As previously discussed, the nearest parks are Howe Community Park and Santa Anita Park, which are located approximately 0.5-mile north of the project area. The closest recreational facility is the Richard T. Conzelmann Community Center, located in Howe Community Park.

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.

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.

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?	☐	☐	☐	☒

REGULATORY SETTING

STATE

On September 27, 2013, SB 743 was signed into law, supporting previous climate focused and transportation legislation, including Sustainable Communities and Climate Protection Act of 2008 (SB 375), the Climate 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. SB 743 changed the way traffic impacts are measured under CEQA; removing level of service (LOS) as the performance measure to determine the transportation impacts of land development projects under CEQA.

In December 2018, the Office of Land Use and Climate Innovation (formerly ORP) issued a final advisory to guide lead agencies in implementing SB 743, Technical Advisory on Evaluating Transportation Impacts in CEQA (ORP, 2018). The Technical Advisory observed 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 are 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 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.

LOCAL

SACRAMENTO COUNTY GENERAL PLAN

The Circulation Element of the General Plan provides a framework for transportation decisions, encompassing various modes of transportation, including roadways, transit, and bike / pedestrian facilities. The element aims to ensure efficient and safe movement in the region and includes coordination with cities, regional plans, and state / federal agencies. Additionally, the Element considers long-term transportation needs, preserving ROW for future improvements and planning for transportation beyond the 20-year horizon. Roadway classifications and ROW standards, specific widths to account for lanes, shoulders, curb, gutter, sidewalks, bike lanes, and other features, are included within the Circulation Element.

The Transportation Plan, included within the Circulation Element, outlines the proposed circulation system for unincorporated areas, guiding long-term planning and development.

The applicable General Plan Policies include, but are not limited to, the following:

- 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, 2022). It includes a list of future improvements, organized by priority. Improvements to sidewalk and intersections within the project area were included in the ATP.

SACRAMENTO COUNTY DEPARTMENT OF TRANSPORTATION

In October 2020, Sacramento County Department of Transportation updated the Sacramento County Transportation Analysis Guidelines (TAG) to reflect the new analysis requirements. This update included the development of screening criteria for development of projects and the VMT thresholds of significance. The screening criteria identified that projects generating less than 237 average daily trips are considered small projects and do not require VMT analysis.

SACRAMENTO COUNTY IMPROVEMENT STANDARDS

The Sacramento County Improvement Standards provide regulations for the design and construction of both private and public infrastructure within unincorporated Sacramento County. Included within the Improvement Standards are guidelines for street design, including street design, driveway design, and street lighting design and placement.

ENVIRONMENTAL SETTING

The project area is located along Alta Arden Expressway from Howe Avenue east to Fulton Avenue. The portion of Alta Arden Expressway within the project area is classified as a thoroughfare in the General Plan Transportation Plan Roadway Components (Sacramento County, 2019), with two lanes in each direction. Sidewalks and bike lanes are present in the project area; however, gaps do exist along Alta Arden Expressway.

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.

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, 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 an increase in traffic. Therefore, implementation of the project would not conflict with CEQA Guidelines 15064.3(b) individually or cumulatively.

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 Alta Arden Expressway 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.

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, 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.

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.	☐	☐	☐	☒

REGULATORY SETTING

STATE

AB 52, effective July 1, 2015, added Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 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 tribes (ORP, 2017) and where there 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 a 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 consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project, if the tribe requested to the lead

agency, in writing, to be informed by the lead agency of the 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 project location and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

LOCAL

As previously discussed in Section VI, Cultural Resources, the Sacramento County General Plan provides goals, objectives and policies for the management of cultural resources, including tribal cultural resources, within unincorporated Sacramento County. The Conservation Element of the General Plan incorporates regulations and policies to ensure cultural resource sites, either previously known or discovered in the project area, are properly protected with sensitivity and ethnic values of all affected. This includes early consultation with Native American tribes that are traditionally and culturally affiliated with the geographic area of a project.

ENVIRONMENTAL SETTING

In accordance with AB 52, the County sent notification letters to four Native American contacts, Wilton Rancheria, United Auburn Indian Community (UAIC), Shingle Springs Band of Miwok Indians, and Ione Band of Miwok Indians on June 23, 2025. None of the tribes responded within the 30-day period; therefore, the County closed consultation. Furthermore, the NAHC responded to a Sacred Lands File Request indicating that the area of potential effect is negative for sacred lands file.

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 Alta Arden Expressway, including pavement and soil removal. The County requested a Sacred Lands File search from the NAHC for the project area. The Sacred Lands File search was negative per the written notification provided on June 23, 2025. Additionally, as mentioned above, there was no request for formal consultation from the four tribes contacted.

Therefore, implementation of the project would not cause a substantial adverse change in significance of a tribal cultural resource.

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. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?	☐	☐	☐	☒
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?	☐	☐	☐	☒
g. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Regulatory Setting

As previously discussed in Section XVI, Public Services, the Public Facilities Element of the General Plan focuses on the planning, development, and maintenance of essential public facilities and services. It addresses a wide range of infrastructure needs and seeks to ensure

that public facilities have the capacity to meeting the needs of the current and projected population.

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, 2024). 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. Implementation 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.

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?*

   Less than Significant. Construction 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.

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.

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.

e. Would the project result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?

No Impact. As discussed above under Item a), implementation of the project would not include any new development that would require new or expanded storm water drainage.

f. Would the project result in substantial adverse physical impacts associated with the provision of electric or natural gas services?

No Impact. As discussed previously, implementation of the project would not require connection to any electric or natural gas services.

g. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. As previously mentioned, Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill would allow disposal of recyclable materials. Non-recyclable materials would likely be disposed at Kiefer Landfill and L and D Landfill. 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.

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 on 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?	☐	☐	☐	☒

Regulatory Setting

FHSZ maps have been developed as a result of major fires within the last two decades, prompting the recognition of hazardous areas and development of strategies to reduce wildfire risk. The following California laws require FHSZ:

- California Public Resource Code Section 4201-4204: Mandates the California Department of Forestry and Fire Protection (CalFire) to map and prepare fire hazard severity zone (FHSZ) maps within state responsible areas (SRAs[9]). FHSZ maps categorize wildland areas as having moderate, high, or very high risk based on factors including fuel loading, fire weather, and slope. The law also directs CalFire to recommend actions to local governments when very high risks are identified.

- California Code of Regulations (CCR) Title 14, Section 1280: Define and designate FHSZ in California in both SRAs and local responsibility areas (LRAs[10]). Also outlines associated reporting requirements for local agencies to the Board of Forestry and Fire Protection.

- California Government Code Section 51175-89: Outlines regulations for managing wildland fire hazard areas with high fire risk. Focuses primarily on structure prevention and defensible space. Mandates that property owners maintain firebreaks around structures, remove flammable vegetation and adhere to building standards designed to resist fire.

[9] Geographical area where the state government, specifically CalFire, has the financial and legal responsibility to prevent and suppress wildfires.
[10] Areas of land classified by the Board of Forestry and Fire Protection where the financial and legal responsibility of wildfire prevention and suppression does not fall on the state or federal government.

ENVIRONMENTAL SETTING

The project area is in an urban community within unincorporated Sacramento County and is not within or near an SRA or a FHSZ. The closest SRA is east of Grant Line Road, approximately 13 miles east of the project area.

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, 2025).

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.

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.

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 on 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.

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.

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 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

Mitigation Measures 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: Swainson's Hawk Nesting Habitat

If construction, grading, or project-related improvements are to commence between February 1 and September 15, a focused survey for Swainson's hawk nests on the site and within a ½ mile of the site shall be conducted by a qualified biologist no later than 30 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Fish and Wildlife shall be contacted to determine appropriate protective measures, and these

measures shall be implemented prior to the start of any ground-disturbing activities. If no active nests are found during the focused survey, no further mitigation will be required.

BIO-3: NON-NATIVE TREE CANOPY REPLACEMENT

Removal 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.

HAZ-1: AERIALLY DEPOSITED LEAD

All soil excavated between the surface and 1.5-foot bgs west of Markston Road in areas that have exposed soil should not be re-used and should be disposed of at an appropriate licensed disposal facility. This soil should be segregated from other excavated soils to avoid mixing. Where testing indicated that concentrations of total lead do not exceed approximately 500 mg/kg, soil should be stockpiled for profiling, transportation, and disposal in accordance with a licensed disposal facility. All excavated soil from areas where testing indicated that concentrations of total lead exceed 500 mg/kg should be stockpiled separately to avoid commingling soil that may be classified as California hazardous waste. This stockpile should be profiled, transported, and disposed of in accordance with the disposal facility.

MITIGATION MEASURE COMPLIANCE

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

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