



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:** PLNP2024-00132
2. **Title and Short Description of Project:** Rippey Private Floating Dock

The project applicant proposes to install a 420 square foot private floating dock, with a 120 square foot cover, within the Georgiana Slough and a 76-foot-long gangway from the dock to the top of the levee, within a 60-acre parcel within the Sacramento-San Joaquin Delta in unincorporated Sacramento County. Construction includes pile driving within the slough to install four 8-inch piles to anchor the dock and pile driving on the bank of the levee, above the ordinary high-water mark, to install two 4-inch by 4-inch piles to support the gangway. A Use Permit and Design Review are requested for the project.
3. **Assessor's Parcel Number(s):** 156-0200-001-0000
4. **Location of Project:** Located between the Sacramento River to the north and Georgiana Slough to the south, approximately 2.3 miles northeast of Isleton, within unincorporated Sacramento County.
5. **Project Applicant:** California Vintners, LLC
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

Project Information.....	1
Project Description.....	1
Surrounding Land Uses and Setting.....	2
Other Public Agencies Whose Approval is Required	6
Environmental Checklist.....	6
Environmental Factors Potentially Affected	7
I. Aesthetics	8
II. Agriculture and Forestry Resources	11
III. Airports.....	13
IV. Air Quality	15
V. Biological Resources	21
VI. Cultural Resources	39
VII. Energy	42
VIII. Geology and Soils.....	44
IX. Greenhouse Gas Emissions	49
X. Hazards and Hazardous Materials	52
XI. Hydrology and Water Quality	56
XII. Land Use and Planning.....	64
XIII. Mineral Resources	69
XIV. Noise	70
XV. Population and Housing.....	74
XVI. Public Services	75
XVII. Recreation	77
XVIII. Transportation	78
XIX. Tribal Cultural Resources	81
XX. Utilities and Service Systems.....	85
XXI. Wildfire	87
XXII. Mandatory Findings of Significance	90
Environmental Mitigation Measures	91
AQ-1 – Best Available Construction Emission Measures.....	91
BIO-1 - Other Agency Approvals and Permits	92
BIO-2 - Pre-Construction Plant Species	92
BIO-3 – Bat Habitat Assessment and Avoidance.....	93
BIO-4 – Raptor Nest Protection.....	93
BIO-5 - Pre-Construction Surveys for Migratory and Non-Raptor Nesting Birds	94
BIO-6 – Northwestern Pond Turtle Pre-Construction Survey and Avoidance.....	95
BIO-7 – In-Water Work.....	95
TCR-1: Inadvertent Discovery of Tribal Cultural Resources.....	96
Mitigation Measure Compliance	96

List of Preparers.....	97
References/Citations.....	98

LIST OF PLATES

Plate IS-1: Project Location.....	3
Plate IS-2: Aerial Plan – Prefabricated Dock, Cover and Gangway.....	4
Plate IS-3: Elevations – Proposed Dock, Cover, and Gangway.....	5
Plate IS-4: Biological Communities	26
Plate IS-5: General Plan Land Use Designations within Project Area.....	67
Plate IS-6: Zoning Districts within Project Areas.....	68

LIST OF TABLES

Table IS-1: Estimated Project Emissions.....	18
Table IS-2: Special Status Plant Species	28
Table IS-3: Special Status Wildlife Species.....	30
Table IS-4: Project Area Soil Descriptions.....	46
Table IS-5: Section 303(d) List of Impaired Water Bodies	61

APPENDICES

- Appendix A: Riphey Private Floating Dock Plan Set
- Appendix B: California Emissions Estimator Model (CalEEMod) Estimate for the Riphey Private Floating Dock Project
- Appendix C: Riphey Private Floating Dock Project Biological Resource Assessment
- Appendix D: Riphey Private Floating Dock Project Aquatic Resource Delineation Report

Due to the length, the 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=PLNP2024-00132>

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

PROJECT TITLE: Rippey Private Floating Dock

CONTROL NUMBER: PLNP2024-00132

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

PROJECT SPONSOR: California Vintners, LLC
Tyson Rippey
1281 Learning Oak Drive
Napa, California 94559

LOCATION: Located between the Sacramento River to the north and Georgiana Slough to the south, approximately 2.3 miles northeast of Isleton, within unincorporated Sacramento County.

ASSESSOR'S PARCEL NUMBER: 156-0200-001-0000

GENERAL PLAN DESIGNATION: Agricultural Crop (AG CROP)

ZONING: Agricultural 40 (AG-40)

PROJECT DESCRIPTION

The Rippey Private Floating Dock Project (project) consists of the installation of a prefabricated, private floating dock with a cover within Georgiana Slough and a gangway from the dock to the top of the levee. The dock will be installed along the southeast boundary of a 60-acre parcel, addressed 15511 Isleton Road (APN: 156-0200-001-0000), located between the Sacramento River to the north and Georgiana Slough to the south and approximately 2.3 miles northeast from Isleton (**Plate IS-1**).

The project consists of the following planning entitlement requests:

1. A Conditional Use Permit (CUP) for the installation of the floating dock within Georgiana Slough on a parcel zoned AG-40.
2. A Design Review (DRS) to determine substantial compliance with the Sacramento County Countywide Design Guidelines (Design Guidelines).

The prefabricated floating dock will be eight feet by 30 feet, have an aluminum metal frame, encapsulated floats, and composite decking. Half of the dock (8 feet by 15 feet) will be covered

with a metal roof cover approximately 11 feet in height (**Plate IS-2**). Installation of the dock will include pile driving four 8-inch steel piles within the Georgiana Slough to a depth of approximately 10 feet. The piles will be placed parallel to the shore and will be installed by a barge-mounted pile driver. As provided in **Appendix A** and **Plate IS-3** below, the floating dock will be installed within 40 feet of the visible ordinary high-water mark (OHWM), with an aluminum gangway, approximately 76 feet in length, connecting the dock to the shore. A 2-foot by 4-foot concrete pad will be installed onshore to anchor the gangway. Two 4-inch by 4-inch aluminum posts will be pile driven to a depth of 6 feet, on the self above the visible OHWM, to support the halfway point of the gangway.

The dock, cover, and gangway will be manufactured off-site and delivered to the nearest operational boat ramp to be delivered to the project site via Georgiana Slough. The roof of the cover and composite decking are proposed to be earth toned.

SURROUNDING LAND USES AND SETTING

The project site is located within a rural agricultural area in the southwest portion of unincorporated Sacramento County. The site is located 2.3 miles northeast of Isleton, between the Sacramento River and Georgiana Slough. The northern portion of the property has an agricultural building and parking lot, adjacent to Isleton Road. Additionally, a single-family dwelling is in the southwestern corner of the project site, accessed via a gravel road connected to Isleton Road along the western boundary of the project site.

The project area is zoned entirely for agricultural uses, with neighboring parcels zoned AG-40 and Agricultural 80 (AG-80). The project site is relatively flat, with disturbed upland vegetation located in the areas of development on the project site, a eucalyptus grove adjacent to the private residence, and a band of valley foothill riparian habitat located along the shoreline of the Georgiana Slough. The proposed location for installation of the dock and gangway is disturbed, with a break in the riparian habitat.

The Sacramento River is the largest river in California, at approximately 380 miles from the headwaters of the Sierra Nevada to the Sacramento-San Joaquin Delta (American Rivers, 2025). It is a significant source of surface water for the County, supplying municipal, agricultural, and recreational uses (Sacramento County, 2017). Further, the Sacramento River provides habitat for numerous species.

The Georgiana Slough is a perennial tidally influence channel located within the Sacramento-San Joaquin Delta. The slough connects the Sacramento and San Joaquin Rivers above their confluence in the Delta through its connection with the Mokelumne River. Water flow in the slough alternates during the course of the day due to tidal changes and is further augmented through the pumping and diversions undertaken as part of the Central Valley Project (CVP) and the State Water Project (SWP).

Plate IS-1: Project Location

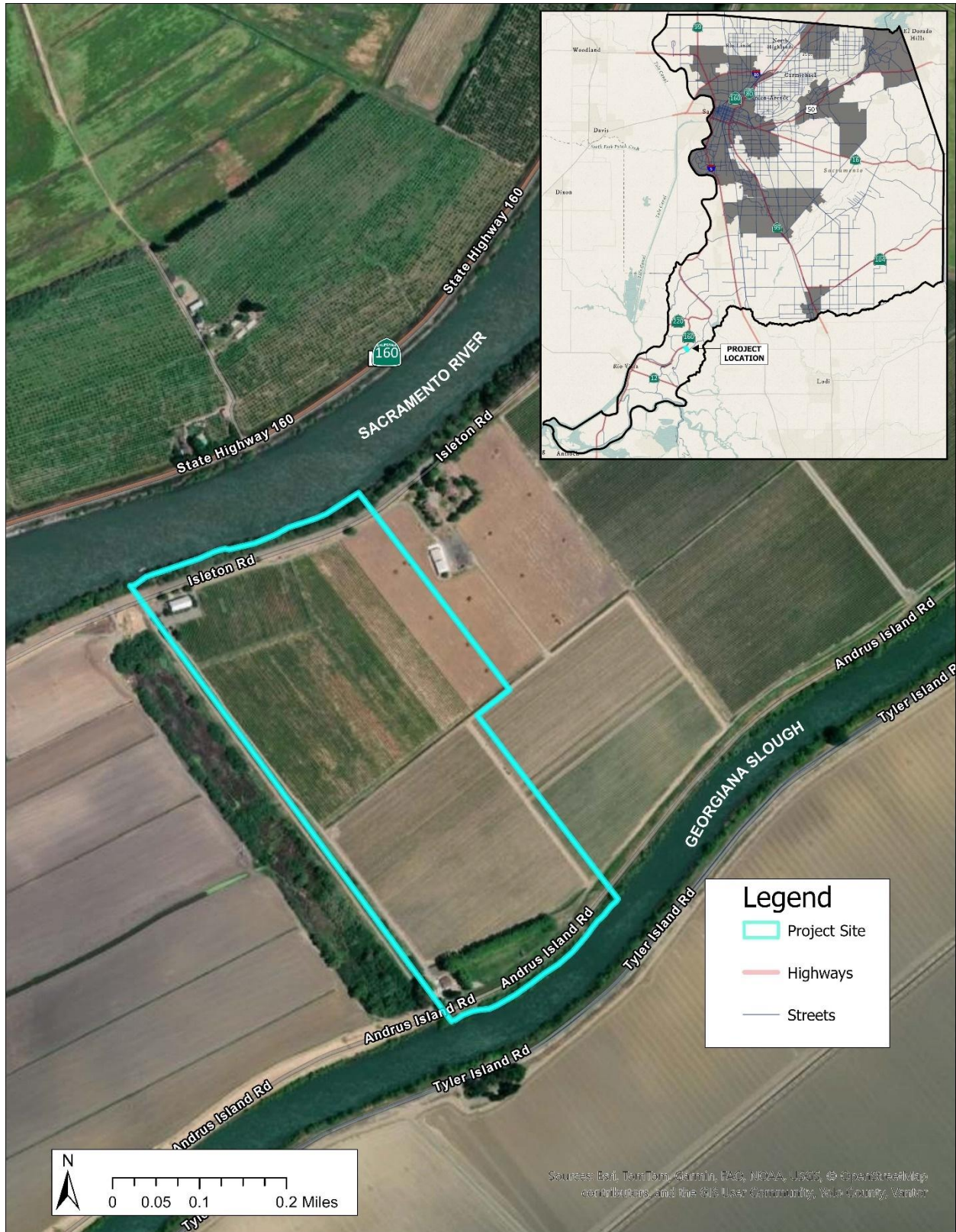


Plate IS-2: Aerial Plan – Prefabricated Dock, Cover and Gangway

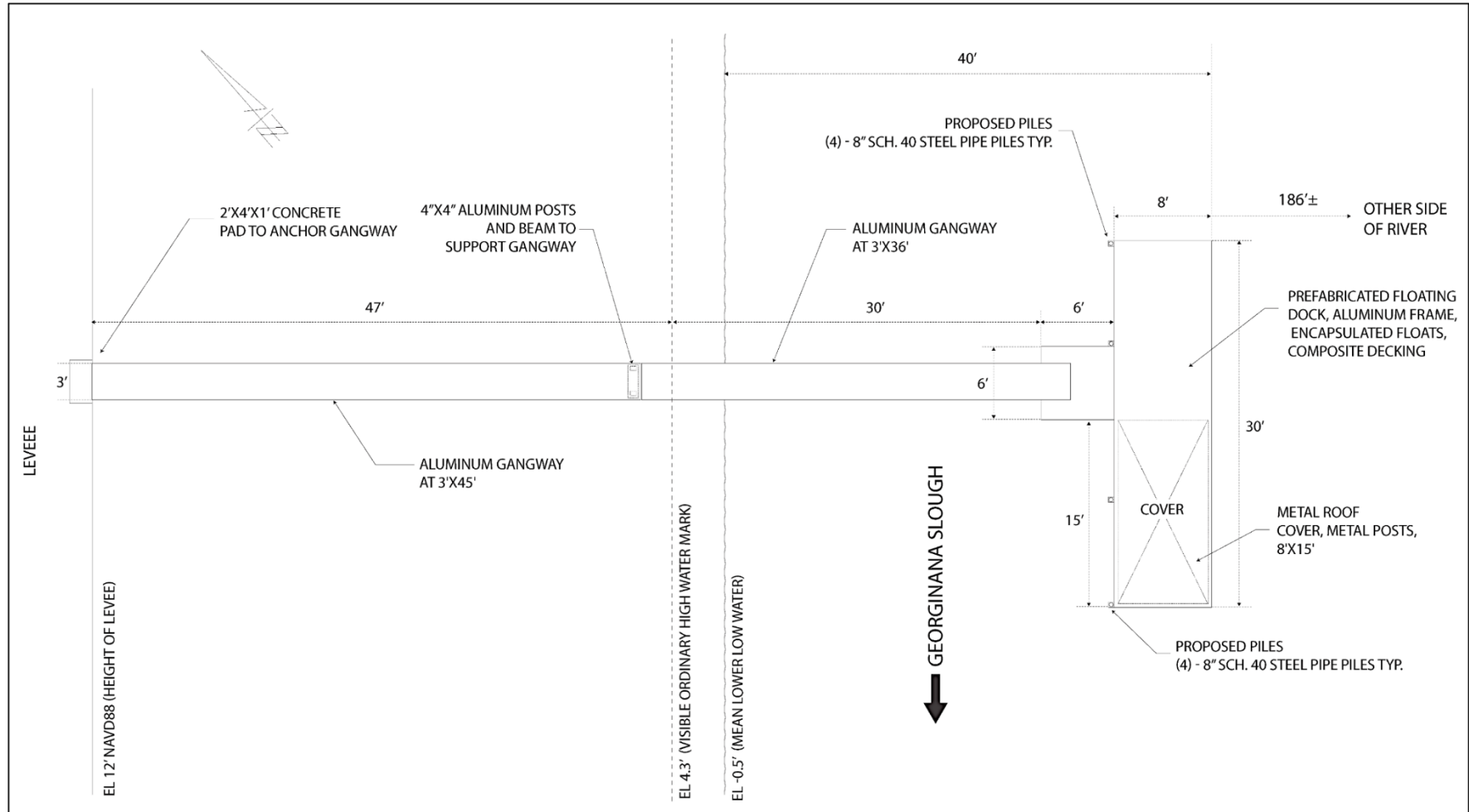
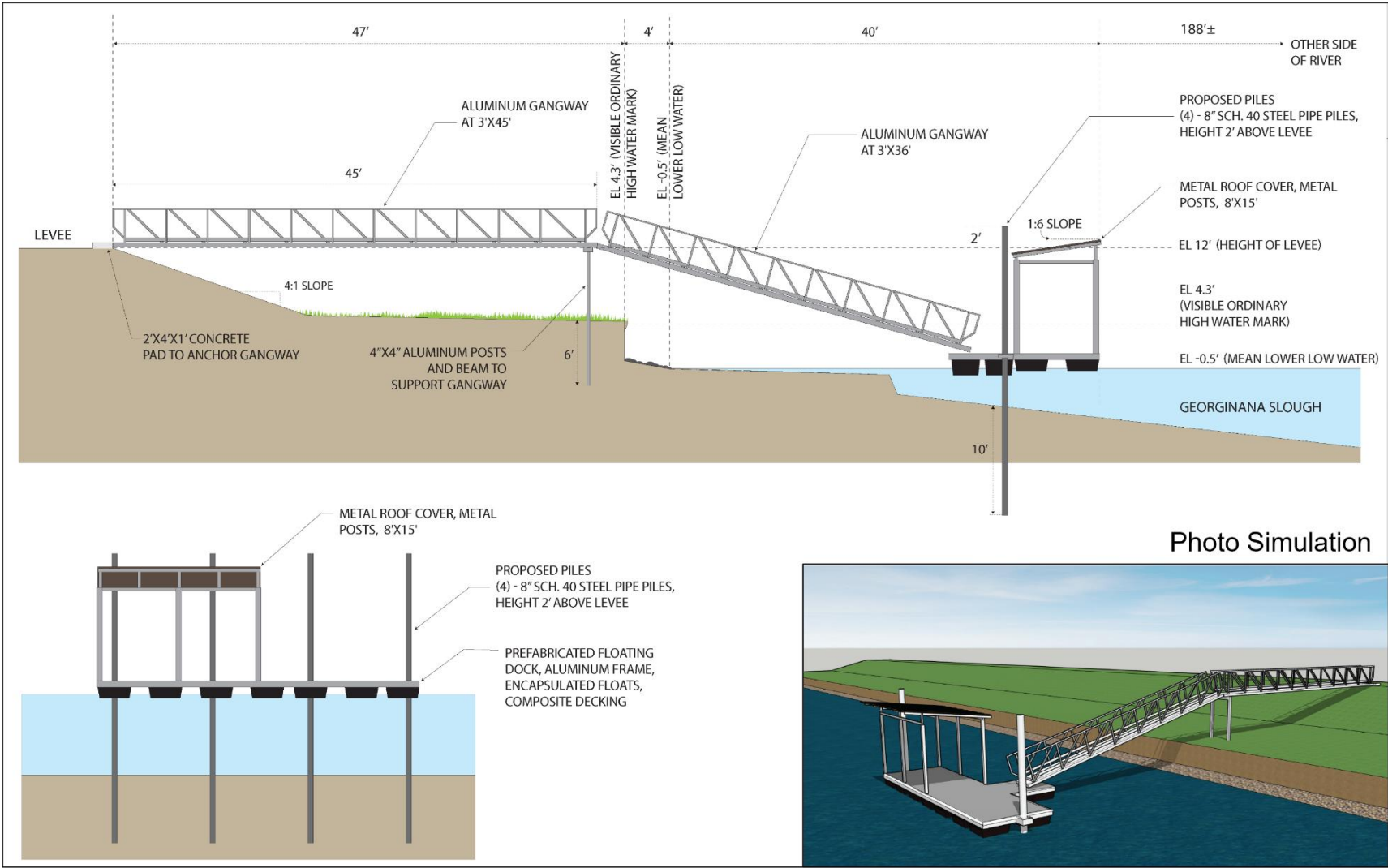


Plate IS-3: Elevations – Proposed Dock, Cover, and Gangway



OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The following agencies and permits are anticipated prior to construction:

- U.S. Army Corps of Engineers (USACE) – Nation Wide Permit (NWP) 33: Temporary Constructions, Access, and Dewatering
- Central Valley Quality Control Board (Central Valley RWQCB) – 404 Water Quality Certification
- California Department of Fish and Wildlife (CDFW) – Lake and Streambed Alteration Agreement (LSAA)
- Central Valley Flood Protection Board (CVFPB) – Encroachment Permit

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

STATE DEPARTMENT OF TRANSPORTATION'S SCENIC HIGHWAY PROGRAM

The State Scenic Highway Program is managed by the California Department of Transportation (Caltrans). It seeks to protect and enhance the natural scenic beauty of California Highways and adjacent corridors through special conservation treatment. In order to be designated a state scenic highway, the highway must be included in the Caltrans Scenic Highway Program. Roads may be added only by an act of legislature. County roads may be designated by the State of Official County Scenic highways with the preparation of an acceptable protective plan and program for the route.

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 (Sacramento County, 2011a). Relevant policies include, but are not limited to, the following:

LU-17: Support implementation of the design review program on a project-by-project basis to ensure all development applications positively contribute to the immediate neighborhood and the surrounding community.

LU-18: Encourage development that complements the aesthetic style and character of existing development nearby to help build a cohesive identity for the area.

LU-31: Strive to achieve natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution.

SACRAMENTO COUNTY DESIGN REVIEW

For projects involving modifications to existing structures, new construction, or changes to the exterior design of a structure, a DRS is required. The process generally includes consultation with the Design Review Administrator or the Design Review Advisory Committee to ensure substantial conformance with the County's Design Standards.

ENVIRONMENTAL SETTING

The project is located on a rural agricultural parcel, with an existing single-family dwelling, agricultural building, parking lot, and gravel driveway. The surrounding parcels are also rural agricultural land uses, with limited development.

SCENIC HIGHWAY

River Road (State Route (SR) 160) is the sole route in the Scenic Highway Program within Sacramento County. SR-160 runs along the top of levees along the Sacramento River, with a view of the river on one side and extensive rich farmland on the other. The project area is not within a viewshed of River Road which is located approximately 12 miles southwest of the project area.

The Garden Highway is a roadway within Sacramento County that is protected by the County scenic corridor designation. It runs along the crown of the Sacramento River levee from the Sacramento city limits north to the Placer County line. Views from the Garden Highway include wide expanses of rich farmland to the landward side and glimpses of river through dense vegetation on the water side. The project area is located south of SR-160 and the Sacramento River by approximately 0.6 miles. While within 1-mile of SR-160, the proposed floating dock will not be visible from the Garden Highway due to the presence of surrounding riparian vegetation and eucalyptus.

SITE DESIGN

Elevations of the project are provided in **Plate IS-3** and are evaluated under the DRS for consistency with the Sacramento County Design Guidelines.

IMPACT DISCUSSION

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

Less than Significant. Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that will be altered by a proposed development. Secondly, when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the public view of a scenic vista.

The proposed private floating dock, cover and gangway are not visible from SR-160 and will not alter the viewshed of the Scenic Highway. However, the project area, including Georgiana Slough and the surrounding rural agricultural uses, provides an aesthetic landscape and visual character for both the private and the public enjoyment. Tyler Island Road, a public

road, runs along the south bank of Georgiana Slough and provides an opportunity for public viewing of the waterway and associated habitats.

The project has been designed in a manner to reduce visual impacts to the project area. Specifically, the size of the dock (8 feet by 30 feet), the proposed location for installation with a 186-foot clearance for vessels, and color scheme. The proposed dock will be 8 feet wide by 30 feet long. Furthermore, the proposed location for installation is a natural break in the vegetation along the shoreline, allowing for water access without the removal of tree and shrubs. Lastly, the applicants will use earth tone colors on the roof cover and composite decking to better blend in with the shoreline. Based on an aerial surveillance of the project vicinity, similar docks to the proposed are located within 1.5 miles of the project site. Therefore, impacts associated with scenic vistas are anticipated to be less than significant.

- 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. There are no known historic resources or rock outcroppings within the project site. Additionally, the location proposed for dock and gangway installation is a natural break in the vegetation along the shoreline, allowing for water access without the removal of vegetation. Implementation of the project includes pile driving to install four 8-inch steel piles; however, aesthetic impacts as a result of installation (pile driving) will be temporary. Therefore, implementation of the project is not anticipated to damage scenic resources such as trees, rock outcroppings, and / or historic buildings within a state scenic highway.

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

Less than Significant. It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. The project area is visible to both the public and private landowners, providing visual character and rural aesthetic. While the proposed use has the potential to conflict with the scenic quality within the project area, as the project site, and proposed installation location, is visible from Tyler Island Road. However, the project has been designed to reduce visual impacts to the slough, specifically with respect to overall size, placement, and use of earth tone colors for the dock composite deck and cover. Furthermore, similar dock systems are located within a 1.5-mile radius of the project site. Therefore, implementation of the project will not substantially degrade the existing visual character or quality of the surrounding area. However, due to temporary construction activities, project impacts will be less than significant.

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

No Impact. The project does not consist of new sources of light. Therefore, implementation of the project will not result in impacts resulting from new sources of light or glare.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

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

STATE

FARMLAND MAPPING AND MONITORING PROGRAM

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 are classified into the following categories: Prime Farmland, Farmland of Statewide Importance, Grazing Land, and Urban and Built-Up Land (California Department of Conservation, 2025b).

WILLIAMSON ACT

In 1965, the California Land Conservation Act, or Williamson Act, was enacted in response to the loss of valuable farmland from conversion to urban uses following World War II to encourage the preservation of open space and agricultural lands by offering property tax relief to landowners who voluntarily restrict their land to remain open space and / or agricultural use. The Williamson Act, specific to agriculture, recognizes the importance of agricultural land as an economic resource beneficial and necessary to the general welfare of society (California Department of Conservation, 2025a). It allows local government to integrate protections for open space and agricultural resources into overall strategies for urban growth. The minimum term for Williamson Act Contracts is 10 years, and the contracts may be discontinued through the non-renewal process or extended through the renewal process.

In addition to Williamson Act contracts, Farmland Security Zone (FSZ) contracts are voluntary contracts between a landowner and a local government for 20 years. FSZ contracts allow for a greater property tax return.

LOCAL

The Sacramento County AG-40 zoning district is intended to protect agricultural land and ensure parcels with this zoning are continued to be used for farming and related activities. The minimum parcel size is 40 acres to encourage the retention of large enough parcels to support economically sustainable farming operations. The district, along with AG-20, AG-80, and AG-160, allow for single-family dwellings and accessory structures.

ENVIRONMENTAL SETTING

The project site is zoned AG-40 and currently includes a single-family residence, agricultural building, parking lot, gravel access road, gazebo, fencing for fishing poles, and landscaping. 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 primarily as Prime Farmland, with Other Land along the Sacramento River and Georgiana slough (California Department of Conservation, 2022). The project site is directly adjacent to properties under active Williamson Act contracts; however, the project site itself is not under contract.

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. The project is limited to the installation of a private floating dock within Georgiana Slough. A gangway will be installed from the dock to shore, extending approximately 76 feet. Installation of the dock and gangway is limited to an area identified as Other Land. Construction of the project will not result in conversion of Prime Farmland on the site.

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

No Impact. The project is limited to the installation of a private floating dock. The project site is not under an active Williamson Act and installation of the dock and gangway will not result

in conversion of agricultural land or use. Therefore, construction of the project will not conflict with existing zoning for agricultural use or a Williamson Act contract.

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

No Impact. The project is limited to the installation of a private floating dock to be used for fishing, an accessory use to the existing single-family use. Docks similar to that proposed are located within a 1.5-mile radius from the project site. Therefore, the implementation of the project will not introduce incompatible uses in the vicinity of existing 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 will not result in a loss or conversion of forest 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 will 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 site and surrounding area are zoned agriculture (AG-40 and AG-80), with rural agriculture and associated residential uses. The project is limited to the installation of a private floating dock and will not result in the conversion of Prime Farmland to non-agricultural uses. Further, there are no parcels zoned for forest land or timberland within the immediate project vicinity.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

III. AIRPORTS

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
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 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, 2011a), and airport safety areas as determined by the Airport Land Use Commission.

ENVIRONMENTAL SETTING

The nearest airport to the project site is Franklin Field, a public use airport owned and operated by the County, located approximately 10 miles northeast. The project site is not within the noise contours or safety zones for Franklin Field.

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, Franklin Field is approximately 10 miles northeast of the project site, with the outermost safety zone boundary approximately 8.6 miles northeast. Implementation of the project will not include the construction of new structures that will result in a safety hazard or increase population density. Therefore, implementation of the project will not result in a safety hazard.

- 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 10 miles southwest of Franklin Field, and outside of the identified noise contours. Therefore, construction of the project will not expose people working in the project site 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 not within the vicinity of an airport. Therefore, implementation of the project will not affect the safe and efficient use of navigable airspace.

- 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 will not increase air traffic levels or change the location of air traffic. Therefore, air traffic patterns will not be changed.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

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.

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
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 (NO₂), sulfur dioxide (SO₂), 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 (PM₁₀) 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 effects, 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 (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 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, which 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 PM₁₀ 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 PM₁₀ Maintenance Plan for Sacramento County (Sacramento Metropolitan AQMD, 2021)

SMAQMD THRESHOLDS

The SMAQMD CEQA Guide provides recommended mass emissions thresholds for ozone precursors, correlated to requirements for the reduction of reactive organic gases (ROG) and nitrogen oxide (NO_x) resulting from heavy duty vehicles and land use emissions, as committed to in the regional ozone attainment plans (Sacramento Metropolitan AQMD, 2020a). Similarly, the mass emissions thresholds for particulate matter correlate to SMAQMD's 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.

ENVIRONMENTAL SETTING

The project site 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 EPA at the federal level, the CARB at the state level, and 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 the time from July to September, the wind pattern shifts southward, blowing air pollutants back into the SVAB and 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 PM₁₀ 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 California Emissions Estimator Model (CalEEMod) with project specific information (**Appendix B**; California Emissions Estimator Model, 2025). This model is a statewide land use emissions computer model

designed to quantify potential criteria air pollutant and greenhouse gas emissions associated with construction and operations from various land use projects.

Table IS-1 displays the criteria air pollutant emissions for the construction and operational phases of the project as well as the thresholds of significance as determined by SMAQMD. Based on CalEEMod, emissions from construction and operation of the project will be below the SMAQMD thresholds of significance (California Emissions Estimator Model, 2025).

Table IS-1: Estimated Project Emissions

Criteria Air Pollutant	Project Construction Emissions	Construction Emissions Threshold	Project Operational Emissions	Operational Emission Threshold
Nitrogen oxide (NO _x) ¹	0.21 lbs / day	85 pounds per day	0.00 pounds per day	65 pounds per day
Reactive Organic Gases (ROG) ¹	0.04 lbs / day	None	0.00 pounds per day	65 pounds per day
Coarse Particulate Matter (PM ₁₀) ^{2, 3}	< 0.01 lbs / day	0 (80) pounds per day	0.00 pounds per day	0 (80) pounds per day
Fine Particulate Matter (PM _{2.5}) ^{2, 3}	< 0.01 lbs / day	0 (82) pounds per day	0.00 pounds per day	0 (82) pounds per day

Source: (Sacramento Metropolitan AQMD, 2020b); (California Emissions Estimator Model, 2025)

Notes:

¹ Ozone precursor

² The SMAQMD Thresholds of Significance are zero unless Best Management Practices (BMP) and Best Available Control Technology (BACT) as identified by SMAQMD are implemented, then the thresholds of significance for PM₁₀ and PM_{2.5} are shown in parenthesis.

³ The construction emissions for PM₁₀ and PM_{2.5} are considered zero (0) given the low estimate.

TOXIC AIR CONTAMINANTS

The greatest potential TAC emissions associated with the project will be related to DPM emissions from off-road and on-road diesel-fueled equipment used for construction activities. DPM differs from other TACs because it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on 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 a rural area designated for agricultural land uses, with open areas and residential dwellings. The closest sensitive receptors include the single-family dwelling located within the project site, approximately 150 feet from the proposed dock site, with the next closest

the single-family dwellings located on parcels to the north and northeast of the project site¹. The closest school is Walnut Grove Elementary School located at 14181 Grove Street, approximately 4.3 miles northeast of the project site.

IMPACT DISCUSSION

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

Less than Significant. Construction of the project includes the installation of a floating dock, dock, cover and gangway along the southwest corner of the project site, within the Georgiana Slough. Pile driving will be utilized to install four 8-inch piles within the slough to anchor the floating dock. The operation of the project (recreational fishing dock) will not result in an increase in vehicle trips per day. Construction activities, including emission from construction vehicles, will be the primary source of air pollution (as detailed in the discussion for item b below). However, all applicable SMAQMD recommended best management practices (BMPs) will be implemented, minimizing construction related emissions. Therefore, implementation of the project will not conflict with or obstruct implementation of applicable air quality plans.

- 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. As shown in **Table IS-1**, construction emissions for NO_x, ROG, PM₁₀, and PM_{2.5} will not exceed adopted thresholds and will not result in a potentially significant impact. Construction of the project is anticipated to result in the temporary generation of ROG and NO_x, precursors to ozone. However, Mitigation Measure AQ-1, Best Available Construction Emission Measures, and all feasible BMPs and Best Available Control Technology will be implemented during construction to ensure that impacts are less than significant. Operation emissions for NO_x, ROG, PM₁₀, and PM_{2.5} will not exceed adopted thresholds, as no emissions are anticipated.

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

Less than Significant. Construction activities will 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 PM₁₀ and PM_{2.5} are <0.01 pounds per day. These 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 will be required to implement dust and air quality control measures. Operation of the project will not exceed SMAQMD thresholds. Therefore, prolonged exposure of sensitive receptors to substantial pollutant concentrations is not anticipated and will 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?*

¹ 14534 State Highway 160 located 0.6 miles north and 15461 Isleton Road Road located 0.6 miles northeast.

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 will be temporary and dissipate rapidly. Operation of the project following construction will result in pre-project emissions. Therefore, impacts related to other emissions such as odors will 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 minutes². 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 Regulation³.
 - 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.

² California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485.

³ California code of Regulations, Title 13, Sections 2449 and 2449.1.

V. BIOLOGICAL RESOURCES

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Adversely affect or result in the removal of native or landmark trees?	☐	☐	☐	☒
f. Conflict with any local policies or ordinances protecting biological resources?	☐	☒	☐	☐
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

REGULATORY SETTING**FEDERAL*****CLEAN WATER ACT SECTION 404 AND SECTION 401***

The Clean Water Act (CWA) is the primary federal law protecting physical, chemical, and biological integrity of lakes, rivers, wetlands, and coastal waters. The U.S. Army Corps of Engineers (USACE), using guidelines and regulations issued by EPA, issue permits under CWA Section 404 and 401 (Sacramento County, 2018).

Section 404 permits regulate discharge of dredged or fill material into waters of the U.S., including wetlands, and seeks to prevent activities that would significantly degrade the biological function and health of aquatic ecosystems. USACE is responsible for Section 404 permitting and evaluation of the potential environmental impact of proposed discharges to ensure that the least environmentally damaging feasible alternative is implemented. The core principle of the Section 404 permit program is to minimize and avoid impacts to aquatic resources (U.S. Environmental Protection Agency, 2025a).

Section 401 permits are separated into two categories, general permits and individual permits. General permits include nationwide permits, regional general permits, or programmatic general permits and are issued to streamline the Section 404 process for activities with minimal environmental impacts. Individual permits, such as letters of permission or standard permits, are issued for activities that do not qualify for a general permit (Sacramento County, 2018).

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 U.S. Fish and Wildlife Service (USFWS) and the U.S. National Oceanic and Atmospheric Administration (NOAA) (U.S. Environmental Protection Agency, 2024b).

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 FWS or NOAA (U.S. Environmental Protection Agency, 2024b).

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 United States (U.S.). USFWS is responsible for the authorization and issuance of incidental take permits (U.S. Fish and Wildlife Service, 2025a).

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:

- 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 (U.S. Fish and Wildlife Service, 2025a).

STATE

PORTER-COLOGNE 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 Act established nine regional water boards and assigned them the responsibility for implementing and enforcing water quality standards within their respective basins. The Act uses Waste Discharge Requirements (WDRs) permits to regulate the discharge of wastes into state waters to prevent pollution that could harm aquatic life and provides for the regulation of various activities with the potential to affect water quality and biological resources.

SECTION 1600 OF CALIFORNIA FISH AND GAME CODE

Section 1600 of the California Fish and Game Code, enacted in January 2004, determined that the state has a responsibility to conserve and protect fish and wildlife resources. It requires any person, state or local government agency, or public utility to notify California Department of Fish and Wildlife (CDFW) prior to initiating any activity that may: divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel or bank of any river, stream, or lake; use material from any river, stream, or lake; or deposit / dispose of material into any river, stream, or lake. When the activity may result in a substantially adverse effect on fish and wildlife resources, CDFW requires the project applicant to obtain a Lake and Streambed Alteration Agreement (California Department of Fish and Wildlife, 2025a).

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, 2025b).

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, administers 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, 2025b).

DELTA PROTECTION ACT

The Delta Protection Act was codified in September 1992 and declared the Sacramento-San Joaquin Delta as a natural resource of statewide, national, and international significance with irreplaceable resources. Through enactment, the State recognized the natural resource and set forth regulations to preserve and protect the Delta. This included the establishment of the Delta Protection Commission, designation of the Primary and Secondary Zones within the Delta, and the preparation of a Land Use and Resource Management Plan for the Primary Delta Zone.

The Delta Protection Act requires the Delta Protection Commission to maintain a comprehensive Resource Management Plan for the primary zone, including goals for land use, agriculture, natural resources, recreation and access, water, levee, and utilities and infrastructure (Delta Protection Commission, 2010).

LOCAL

SACRAMENTO COUNTY GENERAL PLAN POLICY

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. When impacts on biological resources are unavoidable, the County implements mitigation programs to mitigate those impacts. Relevant policies include, but are not limited to:

- CO-137: Mitigate for the loss of native trees for road expansion and development consistent with General Plan policies and / or the County Tree Preservation Ordinance.
- CO-139: Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.
- 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.

ENVIRONMENTAL SETTING

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 (National Oceanic and Atmospheric Administration, 2025). The dominant soil within the project site is Sailboat Silt Loam, zero to two percent slope, and Scribner Clay Loam, zero to two percent slope, both poorly drained and tidally influenced soils.

The project site is located within the primary zone designated by the Delta Protection Act. The primary zone spans 500,000 acres of farmlands, waterways, and levees between Solano, Yolo, Sacramento, San Joaquin, and Contra Costa Counties (Sacramento County, 2017b). Within

Sacramento County, the primary zone consists of significant wetland and riparian areas, including numerous sloughs and seasonal creeks flowing towards major drainages (Sacramento County, 2017a). Rich soils support the agricultural land uses in the project area and the waterways provide habitat for many aquatic species and uplands provide year-round and seasonal habitat for amphibians, reptiles, mammals, and birds. Within the project area, waterways are used for fishing, boating, hunting, wildlife viewing, water skiing, swimming, hiking, and biking (Sacramento County, 2017b).

HABITAT

A Biological Resources Assessment (BRA, **Appendix C**) and an Aquatic Resource Delineation Report (ARDR, **Appendix D**) were prepared for the project. The field survey detailed in the BRA included a review of the area within approximately 500 feet of the proposed dock location, resulting in a study area of 5.78 acres. An aerial review of the project site was also conducted, with estimated habitat detailed below; to be used to aid in analysis of impacts. **Plate IS-4** shows the habitat types identified as part of the BRA. Additional discussion on the identified habitats is provided below.

AQUATIC

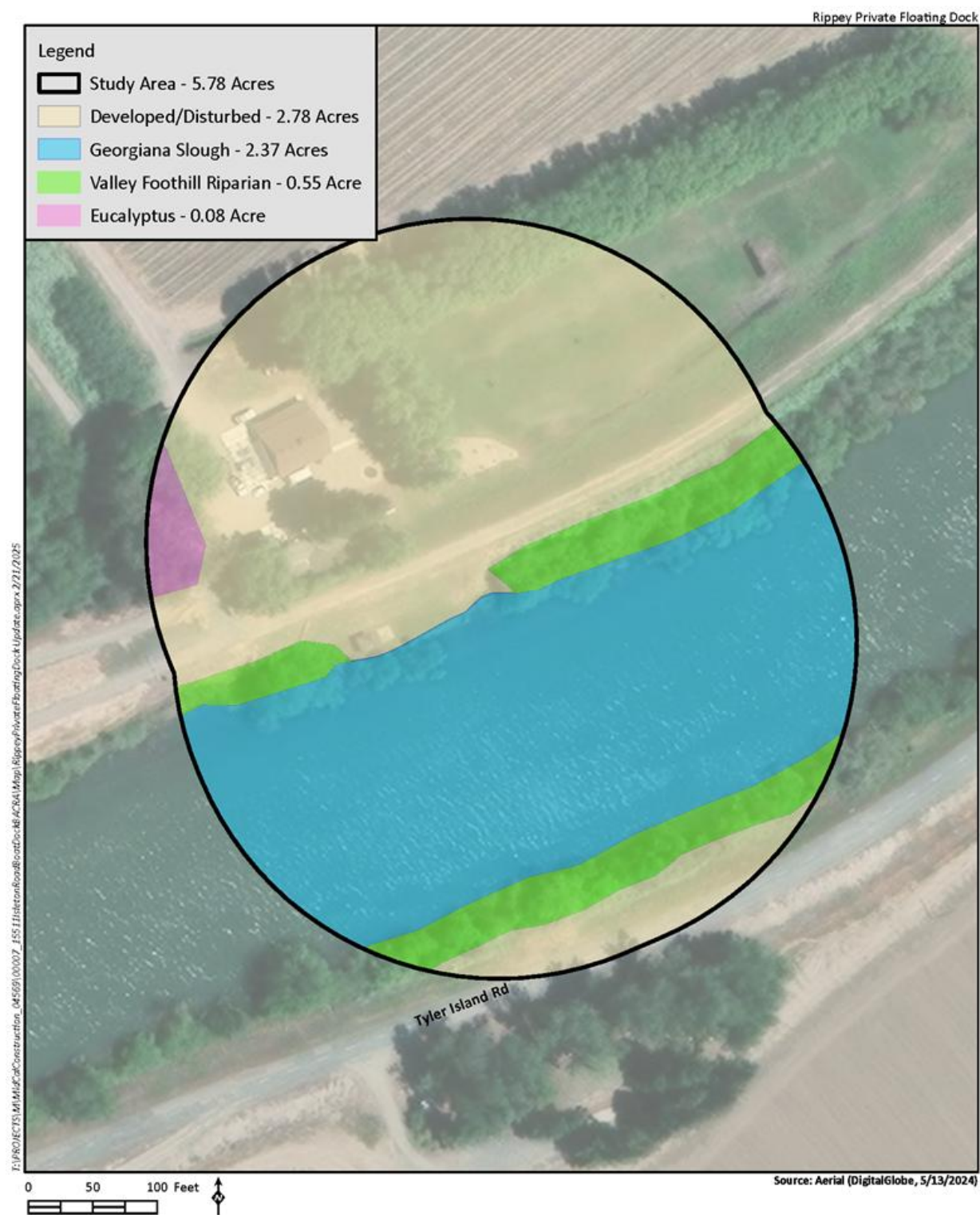
The study area analyzed within the ARDR was limited to a total 1.129 acres (or 225 lineal feet) of the Georgiana Slough along the southern boundary of the project site (15511 Isleton Road). The Georgiana Slough is a traditional navigable water of the U.S. During the field survey, conducted December 12, 2024, by Helix Environmental Planning, hydrophytic vegetation was observed along the bank of the Georgiana Slough at and just below the OHWM, including narrow leaf cattail (*Typha angustifolia*), California bulrush (*Schoenoplectus californicus*), field sedge (*Carex praegracilis*), tall flatsedge (*Cyperus eragrostis*), and common rush (*Juncus effusus*). The ARDR notes an abrupt transition from the hydrophytic vegetation to upland vegetation at the identified OHWM, where there is a break in the slope creating a 'shelf' and exposed roots (Helix Environmental Planning, 2025a).

TERRESTRIAL

Developed / Disturbed

Based on the field survey conducted on February 12, 2025 by Helix Environmental Planning around the proposed dock location, approximately 2.78 acres of the 5.78-acre survey area is developed / disturbed. This area consists of the existing single-family dwelling, associated structures, gravel roads, levee, and landscaping. Vegetation within this area includes coast redwood (*Sequoia sempervirens*), southern magnolia (*Magnolia grandiflora*), London planetree (*Platanus hispanica*), various citrus trees, wild radish (*Raphanus sativus*), wild oats (*Avena fatua*), sweet fennel (*Foeniculum vulgare*), milk thistle (*Silybum marianum*), and cheeseweed mallow (*Malva parviflora*) (Helix Environmental Planning, 2025b). Based on an aerial review of the project site (15511 Isleton Road), the developed / disturbed area within the parcel is approximately 5 acres. The additional area includes gravel access roads and the agricultural building and parking lot near Isleton Road.

Plate IS-4: Biological Communities⁴



⁴ (Helix Environmental Planning, 2025b)

Valley Foothill Riparian

Valley foothill riparian habitat is generally associated with riverine, grassland, oak woodland, and agriculture. This habitat is typically found in valleys bordered by sloped alluvial fans, lower foothills, coastal plains, and slightly dissected terraces, where there are low velocity flows, floodplains, and gentle / low-sloped topography. Dominant species within this habitat include cottonwood (*Populus* spp.), California sycamore (*Plantus racemosa*), valley oak (*Quercus lobata*), white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), Oregon ash (*Fraxinus latifolia*), wild grape (*Vitis vinifera*), blackberry (*Rubus* spp.), willows (*Salix* spp.), sedges (*Carex* spp.), and rushes (*Juncus* spp.) (Helix Environmental Planning, 2025b).

The BRA prepared for the project identified a strip of valley foothill riparian habitat along the bank of the Georgiana Slough, estimated at 0.55 acres of the 5.78-acre study area. Observed plant species included Oregon ash, narrow-leaved willow (*Salix exigua*), Himalayan blackberry (*Rubus armeniacus*), narrow leaf cattail, California bulrush, and field sedge (Helix Environmental Planning, 2025b). Along the west bank, the southern edge of the project site, there is a break in vegetation. The floating dock and gangway are proposed to be installed within this existing break, where the ground is already disturbed. Valley foothill riparian habitat extends to the northeast along the project site parcel beyond the BRA study area.

Eucalyptus

To the west of the existing single-family dwelling is a grove of blue gum eucalyptus (*Eucalyptus globulus*). The grove extends to the west beyond the BRA study area and is predominantly blue gum eucalyptus, with some weedy herbaceous understory, including cheeseweed mallow and wild oat (Helix Environmental Planning, 2025b).

SENSITIVE AND SPECIAL STATUS SPECIES

PLANTS

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) and CNDDDB searches were conducted on August 19, 2025, to determine potential for special status plant species within the project area. Retrieved information was analyzed using results of the BRA prepared for the project (Helix Environmental Planning, 2025b). Criteria for determining presence is defined below:

- Not Expected: Preferred habitat is not found within the project area.
- Low Potential (Low): Species is known to occur within five miles of the project site, 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.
- High Potential (High): Species is known to occur on or near the site (based on CNDDDB records within five miles) and there is suitable habitat on the site.

The following species were evaluated using the above criteria and are not expected within the project site, or directly adjacent to the project site, due to a lack of preferred habitat and no noted CNDDDB occurrences within a 5-mile radius of the project site. Therefore, no additional analysis is necessary. These species include Bolander's water-hemlock (*Cicuta maculata* var. *bolanderi*),

large-flowered fiddleneck (*Amsinckia grandiflora*), marsh skullcap (*Scutellaria galericulata*), and woolly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*).

The species included in **Table IS-2** were evaluated further to determine their potential to occur within, or adjacent to, the project site. Based on an evaluation of the habitat required, existing conditions, and known occurrences within the project vicinity, there is potential for the following species to be found within the project site, including bristly sedge (*Carex comosa*), Delta mugwort (*Limosella australis*), Delta tule pea (*Lathyrus jepsonii* var. *jepsonii*), Mason's lilaeopsis (*Lilaeopsis masonii*), Sanford's arrowhead (*Sagittaria sanfordii*), side-flowering skullcap (*Scutellaria lateriflora*), and Suisun march aster (*Symphotrichum lentum*).

Table IS-2: Special Status Plant Species

Common and Scientific Name	Federal / State / CNPS	Habitat Requirements	Potential
Bristly Sedge (<i>Carex comosa</i>)	-- / -- / 2B.1	Lake margins / edges of freshwater wetlands and wetland-riparian areas. Bloom: May -September	Low. Known occurrences within 5-miles. Limited potential habitat within project site.
Delta Mugwort (<i>Limosella australis</i>)	-- / -- / 2B.1	Fresh and brackish marsh habitat within Delta from 0 to 16 feet elevation Bloom: April	Low. Nearest occurrence within 2.9 miles. Limited potential habitat within project site.
Delta Tule Pea (<i>Lathyrus jepsonii</i> var. <i>jepsonii</i>)	-- / -- / 1B.2	Fresh and brackish marsh habitats from 0 to 16 feet elevation; slough edges. Bloom: May - July	Low. Nearest occurrence within 2.9 miles Limited potential habitat within project site.
Mason's Lilaeopsis (<i>Lilaeopsis masonii</i>)	-- / -- / 1B.1	Tidal zones of marshes, swamps, and riparian scrubs within the Sacramento-San Joaquin Delta, Suisun Bay, and San Pablo Bay, between elevations of 0 and 32 feet Bloom: April - November	Low. Known occurrences within 5-miles, but no / limited habitat within project site.
Sanford's Arrowhead (<i>Sagittaria sanfordii</i>)	-- / -- / 1B.2	Freshwater marshes, swamps, ponds, and slow-moving drainages, from 0 to 1985 feet elevation Bloom: May – October	Low. Known occurrences within 5-miles. Not observed during field survey. Potential habitat present within project site.
Side-Flowering Skullcap (<i>Scutellaria lateriflora</i>)	-- / -- 2B.2	Marsh, swamp, and wet meadows, from 0 to 1640 feet elevation Bloom: July - September	Low. Known occurrences within 5-miles. Limited potential habitat present within project site.

Common and Scientific Name	Federal / State / CNPS	Habitat Requirements	Potential
Suisun Marsh Aster (<i>Symphotrichum lentum</i>)	-- / -- / 1B.1	Fresh and brackish marsh habitats from 0 to 50 feet elevation Bloom: May-November	Low. Known occurrences within 5-miles. Limited potential habitat present within project site

Sources: (California Native Plant Society, 2025a); (Jepson Flora Project (eds), 2025); (Calflora, 2025a); (Helix Environmental Planning, 2025b).

Notes:

Federal: ESA Listed Species;

FE: Federally listed, Endangered

FC: Candidate for Federal listing

FT: Federally listed, Threatened

FPT, Proposed for Federal listing, Threatened

State: CESA Listed Species; or Species of Special Concern per CDFW;

SE: State Endangered

SSC: Species of Special Concern

ST: State listed, Threatened

FP: Fully Protected

SCT: Candidate for State listing, Threatened

WL: Watch list

CNPS: California Native Plant Society Rare Plant Inventory;

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

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

4: Watch list – plants of limited distribution;

0.1: Seriously threatened in California;

0.2: Moderately threatened in California

WILDLIFE

USFWS IPaC and CNDDDB searches were conducted on August 19, 2025 to determine potential for special status wildlife species within the project area. Retrieved information was analyzed using results of the BRA prepared for the project (Helix Environmental Planning, 2025b). 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 site, 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.
- High: Species is known to occur on or near the site (based on CNDDDB records within five miles) and there is suitable habitat on the site.

The following species were evaluated using the above criteria and are not expected within the project site, or directly adjacent to the project site, due to a lack of preferred habitat and no noted CNDDDB occurrences within a 5-mile radius of the project site. Therefore, no additional analysis is necessary. These species include California tiger salamander (*Ambystoma californiense*), western spadefoot (*Spea hammondi*), California ridgeway rail (*Rallus obsoletus obsoletus*), conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Branchinecta packardii*), Chinook salmon (*Oncorhynchus tshawytscha*), longfin smelt (*Spirinchus thaleichthys*), monarch butterfly (*Danaus plexippus*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), and giant garter snake (*Thamnophis gigas*).

The species included in **Table IS-3** were evaluated further to determine their potential to occur within, or adjacent to, the project site. Based on an evaluation of the habitat required, existing conditions, and known occurrences within the project vicinity, there is potential for the following species to be found within the project site, including northern harrier (*Circus hudsonius*), song sparrow – pop.1 (*Melospiza melodia*), Swainson’s hawk (*Buteo swainsoni*), white-tailed kite (*Coccyzus americanus occidentalis*), Central Valley steelhead – pop. 11 (*Oncorhynchus mykiss irideus*), Delta smelt (*Hypomesus transpacificus*), green sturgeon – south DPS (*Acipenser medirostris*), American bumblebee (*Bombus pensylvanicus*), northwestern pond turtle (*Actinemys marmorata*), and western red bat (*Lasiurus fantzii*).

Table IS-3: Special Status Wildlife Species

Common and Scientific Name	Federal / State	Habitat Requirements	Potential
BIRDS			
Northern Harrier (<i>Circus hudsonius</i>)	-- / ST, SSC	Found in a variety of open grassland, wetland, and agricultural habitats, including marshy meadows, wet and lightly grazed pastures and freshwater and brackish marshes.	Low. Documented occurrences within 5 miles of site; potential suitable habitat present on-site.
Song Sparrow, pop. 1 (<i>Melospiza melodia</i>)	-- / SSC	Modesto population is primarily in the Sacramento Valley, Sacramento-San Joaquin River Delta, and norther San Joaquin Valley. Freshwater marshes and riparian willow (<i>Salix</i> spp.) thickets, as well as valley oak (<i>Quercus lobata</i>) riparian forests with sufficient understory of blackberry (<i>Rubus</i> 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.	Low. Documented occurrences within 5 miles of site; potential suitable habitat present on-site.
Swainson’s Hawk (<i>Buteo swainsoni</i>)	-- / ST	Open habitats such as grasslands, prairies, and agricultural fields. Nesting habitat includes solitary tall trees near foraging habitats (typically within 2 miles), sometimes in a grove of trees near a stream or on transmission / power lines.	High. Occurrences documented within 5 miles. Foraging habitat present and suitable trees within 2 miles of project site.

Common and Scientific Name	Federal / State	Habitat Requirements	Potential
White Tailed Kite (<i>Coccyzus americanus occidentalis</i>)	-- / FP	Typically found in savannas, open woodlands, marshes, desert grasslands, marshes, desert grasslands, partially cleared lands, or cultivated fields.	Low. No documented occurrences within 5 miles of site; potential suitable habitat present on-site.
FISH			
Central Valley Steelhead, pop. 11 (<i>Oncorhynchus mykiss irideus</i>)	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.	High. Known occurrences within 5-miles, within the Georgiana Slough, which is designated critical habitat.
Delta Smelt (<i>Hypomesus transpacificus</i>)	FT / SE	Inhabits riparian, emergent, palustrine habitat. Spawns during the spring in freshwater, typically in tidally influenced backwater sloughs and channel edgewaters. Summer migration / juvenile rearing in low salinity zone.	High. Known occurrences within 5-miles, within the Georgiana Slough, which is designated critical habitat.
Green Sturgeon - Southern DPS (<i>Acipenser medirostris</i>)	FT / SSC	Spawns in the Sacramento, Feather and Yuba Rivers. Non-spawning adults occupy marine / estuarine waters. Delta Estuary is important for rearing juveniles.	High. Known occurrences within 5-miles, within the Georgiana Slough, which is designated critical habitat.
INSECTS			
American Bumblebee (<i>Bombus pensylvanicus</i>)	-- / --	Typically found in farmlands and open fields, nesting below the grasses or sometimes underground. Forages typically on vetches (<i>Vicia</i> spp.), clovers (<i>Trefolium</i> spp.), goldenrods (<i>Solidago</i> spp.), St. John's wort (<i>Hypericum perforatum</i>), boneset (<i>Euatorium</i> spp.), trout lilies (<i>Erythronium</i> spp.), and columbines (<i>Aquilegia</i> spp.).	Low. Known occurrences within 5-miles; project site includes agricultural uses and is surrounded by agricultural uses.
MAMMALS			
Western Red Bat (<i>Lasiurus frantzii</i>)	-- / SSC	Occur in forest and wooded areas. Roosts in foliage of trees and large shrubs in edge habitats adjacent to streams or open fields. Prefer riparian areas dominated by walnut, oaks, cottonwoods, and sycamores.	Low. Documented occurrences within 5 miles of site; potential suitable habitat present on-site.

Common and Scientific Name	Federal / State	Habitat Requirements	Potential
REPTILES			
Northwestern Pond Turtle (<i>Actinemys marmorata</i>)	FPT / SSC	Occur in a variety of aquatic habitats including marshes, rivers, ponds, streams, irrigation ditches, reservoirs, and sewage and millponds.	Low. Nearest documented occurrence within 1.7 miles. Suitable nesting / overwinter habitat present within project area.

Sources: (California Department of Fish and Wildlife, 2025c); (U.S. Fish and Wildlife Service, 2025b); (National Oceanic and Atmospheric Administration, 2025); (California Department of Fish and Wildlife, 2025d); (U.S. Fish and Wildlife Service, 2025c); (Cornell Lab of Ornithology, 2025); (Helix Environmental Planning, 2025b)

Notes:

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SE: State Endangered

ST: State listed, Threatened

SCT: Candidate for State listing, Threatened

FC: Candidate for Federal listing

FPT, Proposed for Federal 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 identified as having limited terrestrial connectivity opportunity and potential riparian connections (California Department of Fish and Wildlife, 2025e).

The Georgiana Slough is identified as critical habitat for delta smelt, green sturgeon, and Central Valley steelhead.

IMPACT DISCUSSION

- 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. Based on the BRA and ARDR prepared for the project, habitat within the project site includes a navigable water of the U.S., valley foothill riparian, eucalyptus, and developed / disturbed. Evaluation of the BRA, along with an IPaC and CNDDDB database review, has identified the special status plant species with potential to be present within and directly adjacent to the project site, including bristly sedge, Delta mugwort, Delta tule pea, Mason's lilaeopsis, Sanford's arrowhead, side-flowering skullcap, and Suisun march aster. Similarly, special status wildlife species with potential to be present include northern harrier, song sparrow – pop.1, Swainson's hawk, white-tailed kite, Central Valley steelhead – pop. 11, Delta smelt, green sturgeon – south DPS, American bumblebee, northwestern pond turtle, and western red bat.

Permitting and AMMs. Given the location of the project, specifically within and directly adjacent to a navigable water, implementation of the project will require compliance with Mitigation Measure BIO-1, Other Agency Permitting and Approval, prior to issuance of any improvement permit from the County and / or initiation of any ground disturbing activity. Approvals / permits identified for the project include, but are not limited to, a Nationwide Permit (NWP) from USACE, a Lake and Streambed Alteration Agreement (LSAA) from CDFW, a 401 Water Quality Certification (WQC) from the Central Valley RWQCB, and an Encroachment Permit from the Central Valley Flood Protection Board (CVFPB).

Special Status Plant Species. Construction of the proposed project includes the installation of two 4-inch by 4-inch poles to support the gangway. These support poles shall be pile driven on the bank of the levee, on the shelf above the OHWM. The proposed location for installation of the gangway is within a disturbed area with limited vegetation on the bank of the levee, where a break exists in valley foothill; however, given the potential for special status plant species to be present within the project area and that the BRA field survey occurred outside of the blooming period for most species identified in **Table IS-2**, implementation of Mitigation Measure BIO-2, Pre-Construction Plant Species, will reduce the impact to less than significant for impacts to special status plant species.

American Bumblebee. Construction of the project will be restricted to daytime hours during spring/summer and does not include the removal or maintenance of vegetation. Therefore, impacts to the American bumblebee are not anticipated.

Western Red Bat. Based on results of the BRA prepared for the project, there is potential roosting and foraging habitat within the vicinity of the project site. No vegetation / tree removal is proposed as part of project implementation; however, due to timing of project activities and the potential for roosting within a 500-foot radius of ground disturbing activities, to mitigate impacts to less than significant, implementation of Mitigation Measure BIO-3, Bat Habitat Assessment and Avoidance, will be implemented.

Nesting Birds. Given the presence of suitable nesting trees and foraging habitat within the project area, temporary increases in noise associated with construction may result in impacts to nesting bird species if undertaken during the avian nesting season (February 1 to September 15). To mitigate impacts to less than significant, implementation of Mitigation Measure BIO-4, Raptor Nest Protection, and BIO-5, Pre-Construction Surveys for Migratory Nesting Birds, will be implemented.

Aquatic Habitat – Northwestern Pond Turtle. Based on the BRA, IPaC, and CNDDb database search, northwestern pond turtle has potential to be located within Georgiana Slough, along the valley foothill riparian habitat located adjacent to the proposed dock and gangway location. Construction is limited to the existing disturbed area along the levee bank and will not require vegetation removal or maintenance. Given the potential for northwestern pond turtles within the project site, there is a slight possibility of impacts as a result of construction activities. To mitigate impacts to less than significant, implementation of Mitigation Measure BIO-6, Northwestern Pond Turtle Pre-Construction Survey and Avoidance, will be implemented.

Aquatic Habitat - Fish. As previously discussed, pile driving is proposed within the Georgiana Slough, to install four 8-inch piles to anchor the floating dock. Dewatering prior to pile driving is not proposed; rather, a barge-mounted pile driver will be used to install the piles within the water. This activity is anticipated to be completed within one workday.

Pile driving within a watered area has the potential to result in barotrauma or mortality to fish species within the slough depending on the level of sound pressure created. Barotrauma to fish resulting from pile driving ranges from no effect, altered behavior, temporary threshold shift, sub-lethal injury, delayed mortality, and immediate mortality (California Department of Transportation, 2020a). Additionally, turbidity⁵ will temporarily be increased in the area where pile driving occurs. Changes in turbidity can impact the amount of light penetration, conductivity, and dissolved oxygen levels within the water column which can result in impacts to fish feeding, breeding, and growth.

The California Department of Transportation, Technical Guidance for the Assessment of Hydroacoustic Effects of Pile Driving on Fish, states that the use of smaller steel shell piles (less than 24-inches) is unlikely to generate the level of underwater sound pressure that would cause immediate fish mortality or delayed mortality as it will not exceed the peak threshold of 206 decibels (dB). The Technical Guidance also indicates that the use of vibratory hammers, rather than impact hammers, produce less peak sound (California Department of Transportation, 2020a).

To ensure impacts to fish are reduced to less than significant with regard to sound pressure and turbidity, in-water work will be limited to June 1 to October 1 to avoid peak fish migration (Mitigation Measure BIO-7). The type of pile driver to be used during construction has not been identified; however, the pile will have a drop hammer no greater than 3,000 pounds. Wooden cushion blocks will be used to minimize acoustic impacts, and individual strikes will be limited to 191 dB or less. Pile driving will be completed within one workday and turbidity curtains will be installed around area of impact to prevent discharge of turbidity into the slough. Curtains will be removed once turbidity has settled, and the water column visibility has returned. Constant and unobstructed water flow will be maintained for the remainder of project construction.

Summary. Based on the above analysis, implementation of the project including Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, and BIO-7 will reduce potentially substantial adverse effects to special status plant and wildlife species to 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 with Mitigation. Implementation of the project includes pile driving within the Georgiana Slough, an identified navigable water of the U.S. Furthermore, while construction is proposed within an existing break in valley foothill riparian habitat along the levee bank, riparian habitat extends northeast and southwest of the proposed dock location. No vegetation removal or maintenance is proposed as part of the project. Additionally, the project proponent will be responsible for obtaining approval / permits from other applicable agencies (Mitigation Measure BIO-1) and will not obstruct the flow of water (unless otherwise directed by either USACE, the Central Valley RWQCB, or CVFPB) during construction activities (Mitigation Measure BIO-6).

Impacts to Georgiana Slough and adjacent riparian habitat would be temporary. The project site conditions would be returned to pre-project conditions following completion of construction. Therefore, implementation of the project with Mitigation Measures BIO-1 and

⁵ The cloudiness or haziness of the within the water column due to particles / sediment.

BIO-5 would reduce adverse effects on riparian habitat as a result of pile driving within the slough and construction of the gangway along the levee bank to less than significant.

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The project site does not include any federally or state protected wetlands. The bank of the Georgiana Slough has a strip of valley foothill riparian habitat. Installation of the gangway will occur within a section of the bank that has been disturbed and lacks riparian vegetation. Therefore, there will be no impact.

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less than Significant with Mitigation. The project consists of the installation of a private floating dock with a dock cover and a gangway within the Georgiana Slough. There are trees within 300 feet of the project area that have potential for nesting. Project activities during the avian breeding season (February 1 to August 31) could result in injury or mortality of eggs and chicks indirectly through forced nest abandonment due to noise and other disturbance. The project will be required to comply with Mitigation Measure BIO-3, Pre-Construction Nesting Bird Survey and Nest Buffer, prior to any ground disturbing activities. Furthermore, for in-water construction activities (pile driving), given the potential for special status fish species, the project will be required to comply with Mitigation Measure BIO-6, In-Water Work, regarding the timing of work and unobstructed flow. Therefore, impacts would be less than significant.

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

No Impact. The project is limited to the installation of a private floating dock and gangway within an area along a disturbed section of the bank of the Georgiana Slough. Implementation of the project does not include the removal of native or landmark trees; therefore, the project will have no impact.

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

Less than Significant with Mitigation. As described in item a, b, c, and d above, implementation of the project may result in impacts to riparian habitat, special status plant species, and special status wildlife species. Implementation of the project with Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5 will reduce potential impacts to less than significant. Additionally, the project site falls within the Primary Zone of the Delta as designated by the Delta Protection Act and is subject to the Delta Protection Commission Land Use and Resource Management Plan for the Primary Zone of the Delta (Delta Protection Commission, 2010). The project, installation of a private recreational dock within the Primary Zone is not considered “development” per the Land Use and Resource Management Plan. Therefore, implementation of the project as outlined will be consistent with local policies and ordinances (the General Plan Conservation Element and Delta Preservation Element) and zoning codes that pertain to the protection of biological resources and the impact would be reduced 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 site is not within the boundaries of a Habitat Conservation Plan and is not in conflict with goals of the resource management plan. Therefore, there will be no impact.

ENVIRONMENTAL MITIGATION MEASURES

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

BIO-1 - Other Agency Approvals and Permits

Project proponent is responsible for obtaining approval and permits from USACE, RWQCB, CDFW, and CVFPB prior to initiating construction. All approvals / permits must be submitted to PER prior to issuance of any permit / initiation of work. If conditions / AMMs vary between those identified by Sacramento County and other agencies, the stricter requirement will prevail.

BIO-2 - Pre-Construction Plant Species

Prior to any ground disturbing activities (including grading, grubbing, excavation, etc.) within 50 feet of suitable habitat, rare and special status plant surveys shall be performed following the CDFW rare plant survey protocols (California Department of Fish and Wildlife, 2018). The surveys should be floristic in nature, meaning that all plant species found in the survey area shall be identified to the taxonomic level necessary to determine rarity and listing status. The surveyor shall have experience as a botanical field investigator and be familiar with the local flora and potential rare and special status plants in the habitats to be surveyed. The surveys will be conducted when the plants at the site will be the easiest to identify (i.e., flowering stage), and when the plants reach that stage of maturity.

A written report will be prepared and should include a brief description of the vegetation, survey results (which includes a list of all species observed), photographs, time spent surveying, date of survey(s), a map showing the location of the survey route and any plant populations, and copies of any rare plant occurrence forms. The report will be submitted to the County for review and approval prior to initiation of construction.

If no rare plants are found, no further mitigation for plant species is required. If a special status plant or natural community is located, complete and submit to the CNDDDB a California Native Species (of Community) Field Survey Form or equivalent written report, accompanied by a copy of the relevant portion of a 7.5-minute topographic map with the occurrence mapped.

Total avoidance of rare plants will be required unless deemed infeasible by the Environmental Coordinator. Total avoidance is defined as maintenance of a 50-foot buffer around all identified rare plants combined with avoidance of substantial channel modifications. If avoidance is infeasible, notify CDFW and USFWS prior to construction and comply with any permit or mitigation requirements stipulated by those agencies. Submit copies of all such correspondence, including a copy of any required permits, to the Environmental Coordinator.

BIO-3 – Bat Habitat Assessment and Avoidance

The applicant shall retain a qualified bat biologist with expertise with bats and their habitats. The bat biologist must have adequate experience identifying local bat species (visual and acoustic identification), type of habitat, and differences in roosting behavior and types (i.e., day, night, maternity). No later than six months prior to the start of ground disturbing activities, the bat biologist will survey the project site for potentially suitable bat roosting habitat. The assessment is to include a visual inspection of suitable habitat features (e.g., trees, bridges, and other structures) for suitable bat roosting habitat within the project area and a minimum of a 500-foot radius adjacent to these areas that may be impacted by project activities.

In the event bat habitat and potential roosting sites are identified during the pre-construction survey and project activities are scheduled during the maternity season (April 15 to August 31) or the hibernation season (October 15 to March 1), a Bat Avoidance and Exclusion Plan (BAEP) will be prepared in coordination with the regulatory agencies.

BIO-4 - Raptor Nest Protection

Adequate measures will be taken to avoid inadvertent take of raptor nests when in active use. This will be accomplished by taking the following steps:

- If construction is proposed during the nesting season (February 1 to September 15, inclusive), a survey for nesting raptors shall be conducted by a qualified biologist within seven days prior to the onset of ground disturbing activity to identify any active nests (i.e., nests containing eggs and/or young) of raptor bird species. Surveys will be performed for the project site, vehicle and equipment staging areas, and suitable habitat within one half mile of the project site that can be accessed by the project proponent to locate any active raptor (bird of prey) nests. If project related work does not commence within seven days, or if there is a lapse in construction activities totaling seven days or more, additional surveys will be required.
- If no active nests are identified during the survey period, or if development is initiated during the non-breeding season, construction may proceed with no restrictions.
- If active nests are found, an adequate no-disturbance buffer shall be established around the nest location and construction activities shall be restricted within the buffer until a qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance buffer will be established by the qualified biologist and may vary depending on the species, line-of-sight between the nest, and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone will be fenced with temporary orange construction fencing, high visibility rope, or a similar visual barrier if construction is to be initiated on the remainder of the development site. The buffer shall be kept in place until after the breeding nesting season or until a qualified biologist confirms the young have fledged, are foraging independently, and the nest is no longer active for the season.
- In the event that raptors begin nesting within the project site amid construction activities, an adequate no-disturbance buffer will be established around the new nest location until a qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area.
- All identified active raptor nests that may be subject to project related impacts will be regularly monitored by a qualified biologist for any changes in behavior related to

construction disturbance. If the qualified biologist observes that nesting raptors are disturbed by project related construction activities, all work activities will cease until the qualified biologist identifies a revised no-disturbance zone.

- A report of findings will be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone have fledged and construction and proceed.

BIO-5 – Pre-Construction Surveys for Migratory and Non-Raptor Nesting Birds

Adequate measures will be taken to avoid inadvertent take of migratory nesting bird nests when in active use. This will be accomplished by taking the following steps:

- If construction is proposed during the nesting season (February 1 to September 15, inclusive), a survey for nesting birds shall be conducted by a qualified biologist within seven days prior to the onset of ground disturbing activities to identify any active nests (i.e., nests containing eggs and/or young) of migratory and/or non-raptor bird species. Surveys will be performed for the project site, vehicle and equipment staging areas, and suitable habitat within 500 feet of the project site to locate any active migratory bird nests. If project related work does not commence within seven days, or if there is a lapse in construction activities totaling seven days or more, additional surveys will be required.
- If no active nests are identified during the survey period, or if development is initiated during the non-breeding season, construction may proceed with no restrictions.
- If active nests are found, an adequate no-disturbance buffer shall be established around the nest location and construction activities shall be restricted within the buffer until a qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance buffer will be established by the qualified biologist and may vary depending on the species, line-of-sight between the nest, and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone will be fenced with temporary orange construction fencing, high visibility rope, or a similar visual barrier if construction is to be initiated on the remainder of the development site. The buffer shall be kept in place until after the breeding nesting season or until a qualified biologist confirms the young have fledged, are foraging independently, and the nest is no longer active for the season.
- Any birds that begin nesting within the project site and survey buffers during construction activities will be assumed to be habituated to construction-related or similar noise and disturbance levels and no-disturbance zones shall not be established around active nests in these cases; however, should birds nesting within the project site and survey buffers during construction activities begin to show disturbance associated with construction activities, no-disturbance buffers shall be established as determined by the qualified wildlife biologist.
- A report of findings will be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season. The report will either confirm absence of any active nests or

will confirm that any young within a designated no-disturbance zone have fledged and construction can proceed.

BIO-6 – Northwestern Pond Turtle Pre-Construction Survey and Avoidance

A designated biologist will conduct a field investigation at least 30 days prior to construction to delineate northwestern pond turtle habitat within 300 feet of the project footprint. In the event construction is within 300-feet of northwestern pond turtle habitat as identified by the pre-construction survey, an approved biologist experienced with northwestern pond turtle identification and behavior will monitor the site, including any exclusionary fencing (if applicable). The approved biologist will be on site daily while construction activities are taking place in aquatic habitat or within 300 feet of aquatic habitat. The approved biologist will also be responsible for training construction personnel on the required avoidance procedures, exclusion fencing, and protocols in the event that a northwestern pond turtle enters and active construction zone.

BIO-7 – In-Water Work

All in-water work associated with the project will be restricted to June 1 and October 1 to avoid the peak spawning period. Pile driving will be limited to one workday, unless otherwise approved, and the following will be implemented:

- Pile driver drop hammer will be no greater than 3,000 pounds.
- Individual strikes will not exceed 191 dB for an estimated distance of 32 feet.
- Turbidity curtains will be installed around the area identified for pile driving within the Georgiana Slough prior implementation to prevent release of turbidity into the slough. Visual inspection during pile driving will be conducted and pile driving will cease until the curtain is properly fixed and/or adjusted to prevent discharge into the remainder of the slough. The curtains may be removed following construction once visual inspection of the water column indicates that turbidity levels are consistent with pre-construction conditions. Curtains will be carefully removed to prevent to the greatest extent feasible an increase of turbidity.
- During the course of remaining construction activities, the project proponent will maintain a continuous and unobstructed water flow.

VI. CULTURAL RESOURCES

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

STATE

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, 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 possession 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. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. 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. Has yielded, or may be likely to yield, information important in prehistory or history.

LOCAL

The Sacramento County General Plan Conservation Element provides goals, objectives, and policies for the management of cultural resources within unincorporated Sacramento County. The General Plan seeks to promote the inventory, protection and interpretation of cultural heritage, including historical and archaeological sites, buildings, and areas of ethnic, historical, and religious, or socio-economic importance. The Element aims to promote the inventory, protection, and interpretation of these resources for the benefit of present and future generations. Relevant policies from the Conservation Element are provided below:

- CO-150: Utilize local, state, and national resources, such as the North Central Information Center (NCIC), to assist in determining the need for a cultural resource survey during project review.
- CO-157: Monitor projects during construction to ensure crews follow proper reporting, safeguards, and procedures.
- CO-158: As a condition of approval of discretionary permits, a procedure shall be included to cover the potential discovery of archaeological resources during development or construction.
- CO-169: Restrict the circulation of cultural resource location information to prevent potential site vandalism. This information is exempt from the "Freedom of Information Act".
- CO-170: Cooperate with other agencies to enforce laws and aggressively prosecute illegal collection of artifacts.

ENVIRONMENTAL SETTING

A Cultural Resources Assessment was prepared by Helix Environmental Planning for the project (Helix Environmental Planning, 2022). As part of the Assessment, a records request was sent to the NCIC for the site. No historical or prehistoric resources were identified within the site. Of note, four cultural resources were identified within a 0.25-mile radius of the site, with one overlapping with the project site.

A field survey was completed on July 13, 2022, by a qualified archaeologist. No pre-contact, indigenous, or other cultural remains were observed. Although no indigenous sites were found

during the survey, there is a slight possibility that a site may exist and be totally obscured by vegetation, fill, or other historical activities, leaving no surface evidence.

IMPACT DISCUSSION

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

No Impact. There are no historical resources within a 0.25-mile of the project site and there will be no impact.

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

Less than Significant with Mitigation. The project site intersects a known cultural resources district. This area is primarily interpreted through tribal significance evaluations rather than archaeological documentation. The resource is described in Section XIX., Tribal Cultural Resources. Given the nature of the resource and small footprint of the project, impacts are not anticipated. However, given the identification of cultural resources within a 0.25-miles of the project site and the possibility that a site may exist but be obscured by vegetation, fill, or other historical activities, implementation of Mitigation Measure TCR-1, Inadvertent Discovery of Tribal Cultural Resources, will be required for project to ensure that impacts related to disturbance of cultural resources will be less than significant.

- 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 inadvertent discovery of human remains is unlikely, the possibility cannot be ruled out. Therefore, construction of the project will implement Mitigation Measure TCR-1, Inadvertent Discovery of Tribal Cultural Resources, and impacts related to disturbance of human remains will be less than significant.

ENVIRONMENTAL MITIGATION MEASURES

Implement TCR-1 as described in Section XIX., Tribal Cultural Resources.

VII. ENERGY

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

REGULATORY SETTING

Construction of new structures is required to be consistent with the Sacramento County General Plan, the Climate Action Plan, and Title 24 Building Standards Code as adopted by the Division of the State Architect.

STATE

The California Building Energy Efficiency (CBEE) Standards (Title 24, Part 6) and the California Green Building Standards (CalGreen) Code (Title 24, Part 11) are both part of California's broader Building Standards Code (Title 24).

In California, almost all newly constructed residential and non-residential buildings, as well as additions and alterations are required to comply with CBEE⁶. The CBEE Standards set minimum energy performance standards for new and existing buildings to reduce energy use, conserve resources, and extend the use of renewable energy sources. CBEE includes specifications for insulation, HVAC systems, lighting, water heating, and other aspects related to energy consumption. CBEE regulations conserve nonrenewable resources, such as natural gas, and ensure renewable resources are extended as far as possible to stop the construction of new power plants. CBEE regulations are updated every three years.

LOCAL

The Energy Element of the County General Plan provides the Sacramento County Board of Supervisors' policies guiding physical growth in the County and contains goal statements, objectives, strategies, and policies. Many General Plan Elements and policies serve to advance climate change mitigation and build Countywide resiliency, including Land Use, Air Quality, Circulation, and Energy Elements. Relevant General Plan policies include, but are not limited to, the following:

EN-2: Inform the public of the need and of ways to conserve energy in the home.

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 construction projects is typically in the form of fossil fuels for vehicle trips and electricity for the operation of project site lighting while operational uses following completion of the project will include the use of any type of electricity to operate the building, ornamental water features, and streetlights.

The project is limited to the installation of a private floating dock within 40 feet of the shoreline of Georgiana Slough, including a 76-foot gangway from the dock to the shore approximately 45 feet beyond the OHWM. The dock, cover, and gangway will be prefabricated and delivered to the site via a watercraft (barge). The decking of the dock is manufactured using 85 percent recycled materials. Pile driving, to install the four piles to anchor the dock and the two poles on the levee bank to support the gangway, will be done via a barge-mounted pile driver and is anticipated to be completed within one day. No new light sources or buildings are proposed.

⁶ Minor renovations, certain historic buildings, and buildings outside of California are not required to comply with CBEE codes.

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?*

No Impact. Construction of the project will include pile driving and installation of the prefabricated dock, cover, and gangway. Operation of the dock will include recreational uses, primarily fishing. Therefore, installation of the dock, cover, and gangway will not include wasteful, inefficient, and / or unnecessary consumption of energy resources during project construction and operation.

- 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 project will utilize equipment that complies with federal and state standards for fuel efficiency. Operation of the project will comply with CalGreen. Therefore, implementation of the project will not conflict with or obstruct state or local plan for renewable energy or energy efficiency.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

VIII. GEOLOGY AND SOILS

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

CALIFORNIA BUILDING CODE

The 2019 California Building Standards Code (CBC) was published July 1, 2019, with an effective date of January 1, 2020. The CBC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBC guidelines. Cities and counties can

adopt additional building standards beyond the CBC. Part 2 of the CBC is based upon the 2019 International Building Code.

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 Period (approximately 160 million years ago) (California Geological Survey, 2002). The eastern and central portions of the Great Valley likely rest on Mesozoic crystalline rock (with subsurface record marine deposition) covered by Tertiary strata reflecting estuarine, marine, and terrestrial conditions, then overlain with Quaternary fluvial and alluvial strata (ICF International, 2013).

Additionally, the project area is within the Sacramento-San Joaquin Delta, which formed from the convergence of Sierra Nevada streams. Underlying geology of the Delta is characterized by cycles of deposition and erosion during in response to changes in global sea level, where cycles during the Pleistocene epoch contributed to the Delta's sedimentary features (ICF International, 2013).

TOPOGRAPHY

Topography in the project area is relatively flat, with a slope range of zero to two percent, and an elevation of approximately 10 feet above mean sea level.

SOILS

According to the Natural Resource Conservation Service's (NRCS) Web Soil Survey, the project site is underlain with Sailboat Silt Loam, zero to two percent slope, and Scribner Clay Loam, zero to two percent slope (**Table IS-4**) (Natural Resource Conservation Service, 2025).

Table IS-4: Project Area Soil Descriptions

Soil Name	Slope Class	Soil Depth	Drainage	Erosion Potential	Linear Extensibility Percentage	Limitations / Constraints
Sailboat Silt Loam	0 to 2 percent slope	Very Deep	Somewhat Poorly Drained	Moderate	1.7 (low)	Slow runoff, moderately slow permeability. Occasional flooding.
Scribner Clay Loam	0 to 2 percent slope	Very Deep	Poorly Drained	High	3.9 (moderate)	Moderately slow and slow permeability. Drainage altered by the use of levees and pumps.

Source: Natural Resource Conservation Service, 2025

According to the Safety Element Background of the Sacramento County General Plan, there are two inactive fault zones to the east and west of the County, the Bear Mountain Fault and the Midland Fault, respectively. The Midland Fault is approximately 10.5 miles southwest and the

Bear Mountain Fault Zone is over 32 miles northeast of the project area. The closest active fault to the project area is the Greenville Fault, approximately 28 miles southwest.

Ground shaking is the result of faulting and is the primary cause of earthquake damage to manmade structures. The Cumulative Shaking Intensity map⁷ indicates the project site is in an area that has historically had moderate to strong shaking and very light / light damage (California Geological Survey, 2024). While the 2025 Earthquake Shaking Potential map⁸ identifies the project site is in an area of strong to very strong shaking (California Geological Survey, 2025).

Additionally, according to the seismic hazards identified by the California Geological Survey, the project site is not within an area designated as a liquefaction or landslide hazard (California Department of Conservation, 2024).

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.

Paleontological resources recovered from the Sacramento-San Joaquin Delta range from the shells of marine invertebrates from Mesozoic seas to bones and teeth of Pleistocene megafauna (ICF International, 2013). The project area is within an area with Intertidal Deposits (peaty mud⁹) (Luhdorff & Scalmanini Consulting Engineers, 2025), which has a low potential to contain significant fossils (ICF International, 2013). Additionally, the Great Valley sequence is typically aged to the Mesozoic Era (252 to 66 million years ago), with a low potential to contain significant paleontological fossils (ICF International, 2013).

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.*

Less than Significant. The project site is within 28 miles of a known fault (Greenville Fault) and is developed, including a single-family residence, agricultural building, parking lot, landscaping, and gravel access road. The installation of a dock, to be used by existing single-family for recreational fishing, does not significantly increase potential substantial adverse effects due to rupture of a known fault. Therefore, the risk of ground rupture as a result of the project would be unlikely, and the impact will be less than significant.

⁷ Compiled from intensity maps which are automatically generated following an earthquake using data collected by seismic instruments from 1981 to 2023 (California Geological Survey, 2024).

⁸ Shaking from potential future earthquakes. The shaking depicted in this map is not from a singular earthquake but what could be experienced over time

⁹ Typically associated with the Holocene (ICF International, 2013).

ii. *Strong seismic ground shaking?*

Less than Significant. As previously discussed, the project area is within an area identified with a moderate to high potential for ground shaking. However, the installation of the dock will not directly or indirectly result in substantial adverse effects due to ground shaking as the project site is already developed with a single-family residence. Therefore, the project will result in a less than significant impact.

iii. *Seismic-related ground failure, including liquefaction?*

Less than Significant. The project site is not within a mapped liquefaction hazard zone. Therefore, the risk of seismic-related ground failure, including liquefaction, will be unlikely, and the impact will be less than significant.

iv. *Landslides?*

Less than Significant. The project site is not within a mapped landslide zone. Therefore, there will be little potential for seismically induced landslides, and the impact will be less than significant.

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

Less than Significant. Implementation of the project will occur primarily from a barge within Georgiana Slough; however, installation of the gangway from the dock to the shore may result in a temporary increase in erosion. During construction, the contractor will be required to implement BMP and erosion control measures to minimize erosion. Therefore, construction of the project will not result in substantial soil erosion and will have a less than significant impact.

c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less than Significant. As noted under question a.i), a.iii), and a.iv), impacts related to geologic hazards, including earthquakes, liquefaction, and landslides would be less than significant for the project. Development of the project as proposed will not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Construction of the project will comply with all applicable provisions of the CBC and the County's Building Regulations, which will minimize potential adverse effects in the event of a geologic unit becoming unstable. Therefore, the impact will be less than significant.

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. According to the NRCS Web Soil Survey, the project site consists of Sailboat Silt Loam and Scribner Clay Loam, zero to two percent slopes. As shown in **Table IS-4**, linear extensibility for the soils is 1.7 percent (low) and 3.9 percent (moderate), respectively. Implementation of the project includes installation of four 8-inch piles within Georgiana Slough to anchor the dock and installation of the gangway to the levee. Construction of the project will be required to adhere to CBC and County Building Regulations, as applicable. Therefore, there will be no impact.

- 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 project is limited to the installation of a private floating dock for recreational fishing. Construction of the project does not include the use of septic tanks or alternative waste-water disposal systems.

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

No Impact. The project site is underlain with Mesozoic- and Holocene-age sediments as part of the Great Valley sequence and peat / muddy sediments, which are both considered to have low sensitivity for paleontological resources in Sacramento County. Therefore, implementation of the project would not directly or indirectly destroy a unique paleontological resource or unique geological feature.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

IX. GREENHOUSE GAS EMISSIONS

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
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 2050.¹⁰

CALIFORNIA GREEN BUILDING STANDARDS

In California, all new construction and significant renovations of both residential and non-residential buildings are required to comply with CalGreen. CalGreen, the first statewide green building code in the U.S., provides requirements for sustainable construction practices and reducing environmental impacts, to improve public health, safety, and welfare through environmentally responsible building practices. CalGreen includes mandatory measures to support the goals of the State's GHG reduction program and promotes healthful indoor and outdoor air quality. CalGreen includes water efficiency, material conservation, waste reduction, and indoor air quality. CalGreen regulations are updated every three years.

REGIONAL

As discussed in Section IV. Air Quality, 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.

In April 2020, the SMAQMD updated their thresholds of significance for GHG emissions. This update was adopted by the Sacramento County Board of Supervisors in December 2020. All projects are required to implement Tier 1 BMPs, which include the following:

Tier 1 BMP 1: No Natural Gas: Projects shall be designed and constructed without natural gas infrastructure.

Tier 1 BMP 2: Electric Vehicle Ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV capable spaces shall be EV Ready.

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 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 uses 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,

¹⁰ 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.

“Greenhouse Gas 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 CO₂e (metric tons of carbon dioxide equivalent) per year. For Stationary sources, the threshold of significance for the construction phase is 1,100 MT CO₂e per year and for the operational phase, 10,000 MT CO₂e per year.

LOCAL

The County’s 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 CO₂e 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

GHGs, including carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), 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. The GWP of each gas is measured relative to CO₂. Therefore, CO₂ has a GWP of one. GHGs with lower emissions rates than CO₂ may still contribute to climate change because they are more effective at absorbing outgoing infrared than CO₂ (i.e., high GWP). For example, N₂O has a GWP of 273, meaning that one ton of N₂O has the same contribution to the greenhouse effect as approximately 273 tons of CO₂. The concept of CO₂ equivalence (CO₂e) is used to account for the different GWP potentials of GHGs. GHG emissions are typically measured in terms of pounds or tons of CO₂e and are often expressed in metric tons (MT) CO₂e.

The project does not include the use of natural gas infrastructure.

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 will result in GHG emissions from the operation of construction equipment, transport of materials on-site, and travel for workers to and from the project site. The construction related GHG emissions were estimated using CalEEMod and were determined to amount to 15.3 MT CO₂e per year during the construction phase. No operational emissions are anticipated or were estimated by CalEEMod (**Appendix B**). SMAQMD has identified a threshold of significance for both the construction and operational phases of all project types to be 1,100 MT CO₂e per year. Therefore, construction and operation of the project will not result in a significant impact from generation of GHG emissions on the environment; therefore, the impact will be less than significant.

- 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. The project is not inconsistent with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases as construction and operation of the project fall under the threshold of significance identified by SMAQMD. Therefore, there will be no impact.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

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 (U.S. Environmental Protection Agency, 2025b).

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. Oversight 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 Hazardous Waste Control Law 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, 2025a).

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

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.

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

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-10: Reduce occurrences of hazardous material accidents and the subsequent need for incident response by developing and implementing effective prevention strategies.
- 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 a rural area of southwest unincorporated Sacramento County. There are agricultural farms and residential homes in the greater project vicinity. 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 include EnviroStor (Department of Toxic Substances, 2025) and GeoTracker (State Water Board, 2025a). Additionally, a search of the EPA NPL (Superfund) database was completed (U.S. Environmental Protection Agency, 2025c). Based on this review, there are no known hazardous waste sites within the project site and adjacent parcels. There is a closed leaking underground storage tank (LUST) case approximately 2.5 miles west of the project site. The nearest superfund site is located in Solano County, Travis Air Force Base, and is approximately 20 miles west.

IMPACT DISCUSSION

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

Less than Significant. Relatively small amounts of commonly used hazardous materials such as gasoline, lubricating oil, and grease will be used for equipment during installation of the dock. These materials are not considered acutely hazardous and are used routinely for construction projects. Following installation, ongoing use of the dock will not involve transport, use, and / or disposal of hazardous materials.

As previously discussed, the transportation of hazardous materials on area roadways is regulated by CHP and Caltrans, and the use of these materials is regulated by DTSC, as outlined in CCR Title 22. Materials will be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Once construction of the project is completed, there will be no further use or storage of hazardous materials. Therefore, implementation of the project will not create a significant hazard to the public or environment through transport, use, or disposal and impacts will be less than significant.

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

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

No Impact. The nearest school to the project site is approximately 4.3 miles northeast. Furthermore, the project does not include transport or use of acutely hazardous materials. Therefore, implementation of the project will not result in hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

- 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 identified as a site on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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

No Impact. Implementation of the project will not impede emergency response to the project site or surrounding vicinity. All applicable building codes (including fire codes) and ordinances will be required for construction of the project as well as access to the property. Therefore, construction of the project will not impair implementation of or physically interfere with an adopted emergency response or 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?*

Less than Significant. The project site is in a rural portion of the County with agriculture and waterways in the surrounding vicinity and is not within a State Responsibility Area (SRA)¹¹ or a fire hazard severity zone (FHSZ)¹². Construction of the project will comply with all applicable CBC regarding the use of fire and smoke protection features, including the use of fire-resistant building components. Therefore, impacts associated with the implementation of the project with respect to the project with respect to the exposure of people or structures to wildland fires are anticipated to be less than significant.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

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?	☐	☐	☐	☒

¹¹ (Board of Forestry and Fire Protection, 2025)

¹² (California Department of Forestry and Fire Prevention, 2025)

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

REGULATORY SETTING

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 sources¹³ and non-point sources¹⁴ 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

¹³ Any single identifiable source of pollution from which pollutants are discharged (piles and ditches) (U.S. Environmental Protection Agency, 2024).

¹⁴ Land runoff, precipitation, atmospheric deposition, seepage, hydrologic modifications, and drainage (U.S. Environmental Protection Agency, 2024).

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. 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 (Central Valley 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 RWQCB 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 RWQCB, 2019).

SOLANO SUBBASIN GROUNDWATER SUSTAINABILITY PLAN

The project site is within the Solano Subbasin, which covers a total of 354,600 acres and spans from Putah Creek to the north, Vacaville to the west, the intersection of the Sacramento and San Joaquin Rivers to the south, and Walnut Grove to the east. The Solano Subbasin GSP was prepared through coordination of the Solano Collaborative (comprised of the City of Vacaville GSA, Sacramento County GSA, Solano Irrigation District GSA, Solano Subbasin GSA, and the Northern Delta GSA) and adopted in December 2021. The GSP 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 (Luhdorff & Scalmanini Consulting Engineers, 2021).

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. The Sacramento County Delta Protection Element focuses on the preservation and enhancement of the Sacramento-San Joaquin Delta environment. Water quality issues are regulated and addressed by the provisions of the NPDES Municipal Stormwater Permit issued to Sacramento County by the Central Valley RWQCB, 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-23: Development approval shall be subject to a finding regarding its impact on valuable water-supported ecosystems.
- CO-24: Comply with the Sacramento Areawide NPDES Municipal Stormwater Permit or subsequent permits, issued by the Central Valley RWQCB 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).
- CO-26: Protect areas susceptible to erosion, natural water bodies, and natural drainage systems.
- DP-7: New structures shall be set back from levees and areas that may be needed for future levee expansion consistent with local reclamation district regulations, and, upon adoption, with the requirements to be identified in the California Department of Water Resources Central Valley Flood Control Plan.
- DP-37: Assess the need for new regional public and private recreation and access facilities to meet increasing public need, and prioritize, develop, maintain, and supervise them consistently with local, state, and federal laws and regulations. Support adequate public services for all existing, new, and improved recreation and access facilities.
- DP-48: Preserve and protect the water quality of the Delta both for designated beneficial uses.

- DP-49: Respect and protect Delta water rights and water contracts, including area of origin water rights and riparian water rights.
- DP-50: Regulate new construction within flood hazard areas to protect public health, safety, and welfare consistently with applicable regulations concerning the Delta, as well as the statutory language contained in the Delta Protection Act of 1992. Increased flood protection shall not result in residential designations or densities beyond those allowed under zoning and general plan designations in place on January 1, 1992, for lands in the Primary Zone.

ENVIRONMENTAL SETTING

SURFACE WATER

REGIONAL HYDROLOGY

The project area is located within the lower Sacramento River Basin. The Sacramento River Basin encompasses approximately 27,000 square miles and is bounded by the Sierra Nevada to the east, Coastal Ranges to the west, Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. Sacramento County's water resources include four rivers, numerous streams, the Sacramento River Delta, and an extensive groundwater basin. The County is bordered on the west by the Sacramento River, on the northeast corner the Folsom Dam and Reservoir, and the Cosumnes River and Mokelumne River along the southern portion of the County. The project area is within the Threemile Slough – Sacramento River sub-watershed (delineated by the Watershed Boundary Dataset HUC-12). The Threemile Slough – Sacramento River sub-watershed (180201630703) covers approximately 97 square miles and includes the Sacramento River, San Joaquin River, Georgiana Slough, and Threemile Slough (U.S. Geological Survey, 2025).

The project site is bounded to the north and south by levees, with the Sacramento River to the north and the Georgiana Slough to the south.

FLOODING

The project site falls within the FEMA AE flood zone, a high-risk flood zone, given the proximity of the Sacramento River and Georgiana Slough to the parcel (Federal Emergency Management Agency, 2012).

SURFACE WATER QUALITY

As required by the Porter-Cologne Water Quality Control Act, the Regional 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 RWQCB, 2019). **Table IS-5** lists the impaired water bodies included in the State Water Resource Control Board's 303(d) list that could receive runoff from the project site. Designated beneficial uses for the waterbodies identified in **Table IS-5** include municipal and domestic water supply, agricultural irrigation, industry service supply, 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).

Table IS-5: Section 303(d) List of Impaired Water Bodies

Impaired Water Body	Pollutant	Source	TMDL Status ¹	Date ²
Delta Waterways ³	DDT	A Source Unknown	5A	2011
Delta Waterways ³	Toxicity	A Source Unknown	5A	2019
Delta Waterways ³	Chlorpyrifos	--	5B	
Delta Waterways ³	Mercury	Agricultural Return	5B	
Delta Waterways ³	Group A Pesticides	A Source Unknown	5A	2011
Delta Waterways ³	Invasive Species	A Source Unknown	5A	2019
Delta Waterways ³	Diazinon	A Source Unknown	5B	
Sacramento River ⁴	Temperature, water	A Source Unknown	5A	2034
Sacramento River ⁴	Fipronil	A Source Unknown	5A	2035
Sacramento River ⁴	Pyrethroids	A Source Unknown	5A	2035
Sacramento River ⁴	Toxicity	A Source Unknown	5A	2035
Sacramento San Joaquin Delta	Chlordane	A Source Unknown	5A	2037
Sacramento San Joaquin Delta	DDT	A Source Unknown	5A	2037
Sacramento San Joaquin Delta	Dieldrin	A Source Unknown	5A	2037
Sacramento San Joaquin Delta	Dioxin Compound	A Source Unknown	5A	2037
Sacramento San Joaquin Delta	Furan Compound	A Source Unknown	5A	2037
Sacramento San Joaquin Delta	Invasive Species	A Source Unknown	5A	2037
Sacramento San Joaquin Delta	Mercury	A Source Unknown	5B	
Sacramento San Joaquin Delta	PCBs	A Source Unknown	5B	
Sacramento San Joaquin Delta	Selenium	A Source Unknown	5B	
Sacramento San Joaquin Delta	PCBs	A Source Unknown	5B	

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 Central portion

⁴ Segment from Sacramento City Marina to Suisun Marsh Wetlands

GROUNDWATER

The project site is within the southeastern portion of the Solano Subbasin, located within Sacramento County. The Solano Subbasin is relatively flat, with elevations ranging from 20 feet above sea level to 700 feet above sea level. The subbasin has two primary aquifer zones, Alluvial Aquifer and Upper Tehama zone and Basal Tehama zone. The project site is within the Alluvial Aquifer and Upper Tehama zone, where groundwater flows towards the Sacramento River and Delta (Luhdorff & Scalmanini Consulting Engineers, 2021). Groundwater levels within this zone have fluctuated over time relative to the groundwater levels within the central and southern portions of the subbasin. Long-term trends do not indicate widespread chronic groundwater level declines (Luhdorff & Scalmanini Consulting Engineers, 2025).

The depth to groundwater within the project area ranges from 20 feet to 100 feet below ground surface. Further, the quality of groundwater within the Subbasin is of good quality and meets local needs for municipal, domestic, and agricultural uses. Parameters generally fall below recommended levels (Luhdorff & Scalmanini Consulting Engineers, 2025).

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 with Mitigation. Installation of the dock and gangway as proposed will involve pile driving within the Georgiana Slough and construction of the gangway on the levee including pile driving to install two 4-inch by 4-inch poles. Both activities could ultimately affect surface water through the potential increase in erosion to and turbidity within a jurisdictional water of the U.S. Turbidity will temporarily increase in the area where pile driving occurs. Additionally, accidental spills or leaks of fuels, oils, and other construction-related materials may also alter water quality in the slough. The dock will be floated to the project site from the nearest operative boat ramp and hand tools will be the predominant equipment used for installation. No dewatering is proposed.

Construction of the project will comply with the County's standards for stormwater quality and will require, at a minimum, the following permits: USACE NWP 33, 401 Water Quality Certificate (WQC) from the Central Valley RWQCB, Lake and Streambed Alteration Agreement (LSAA) from CDFW, and an Encroachment Permit from Central Valley Flood Protection Board (CVFPB). Turbidity curtains will be installed around the area of impact to prevent discharge of turbidity following pile driving. The curtains will remain in place until the water column visibility has returned to pre-project conditions. During the remaining construction activities, the project proponent will maintain constant and unobstructed flow of water. Following completion of construction, conditions within the project site will be returned to pre-project conditions.

Construction of the project, including the implementation of Mitigation Measures BIO-1, Other Agency Permitting, and BIO-5, In-Water Work, will reduce impacts to any water quality standards or waste discharge requirements for surface / ground water quality to less than significant.

- 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?*

No Impact. The project is limited to the installation of a recreational private floating dock and gangway. The construction and operation of the project will not substantially interfere with groundwater recharge that would impede groundwater management within the subbasin.

- 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 includes pile driving within the Georgiana Slough to install four 8-inch piles to anchor the dock, pile driving two 4-inch by 4-inch posts on the levee bank above the visible OHWM to support the gangway, and installation of the gangway from the dock to the top of the levee. Pile driving will result in a temporary increased turbidity within the immediate project vicinity. Further, installation of the gangway along the levee may increase the probability of erosion into the Georgiana Slough during construction. However, construction of the project will comply with the Sacramento County Floodplain Management Ordinance, the County's standards for stormwater quality, and all standard erosion BMPs. Project construction will not substantially increase the rate or amount of surface runoff, create or contribute runoff water which would exceed the capacity of existing or planned drainage systems or provide additional sources of polluted runoff, or impede or redirect flood flows; therefore, impacts will result in less than significant impacts on erosion, runoff, and flood flows.

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

Less than Significant. The project is limited to the installation of a private recreational floating dock and gangway. The project site is within the 100-year flood zone (FEMA Zone AE, regulatory floodway) (Federal Emergency Management Agency, 2012). Implementation of the project will require compliance with the CBC and County Building Regulations for construction within the floodplain, reducing the potential risk of pollutant release due to project inundation to less than significant. Further, the project site is 60 miles east of the Pacific Ocean and 32 miles from nearest tsunami zone; therefore, there is no risk of tsunami at the site (California Office of Emergency Services, 2015). Lastly, a seiche is a standing wave that occurs in partially or fully enclosed body of water, such as in lakes or reservoirs. The project is located along the Georgiana Slough, which is not susceptible to seiche events. Therefore, the risk of seiche at the project site would be unlikely.

Based on the above analysis, the risk of release of pollutants due to inundation would be minimal and impacts would be less than significant.

- e. *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 will include compliance with all regulatory requirements. Additionally, construction and operation of the project will not decrease groundwater supply or inhibit groundwater recharge. Therefore, implementation of the project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ENVIRONMENTAL MITIGATION MEASURES

Implement BIO-1 and BIO-5 as previously described in Section V. Biological Resources.

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.

Combining Land Uses recognize underlying zoning and provide a way of preserving selected natural resources without imposing unnecessary restrictions on land use. Combining land uses includes, but is not limited to, the following:

- Aggregate Resource Area: identifies areas with valuable mineral resources and is intended to protect those resources as open space until the area can be mined.
- Resource Conservation Area – Protected: identifies areas with special resource management needs, that are currently preserved or permanently protected under conservations easements or other form of protection, and illustrates certain natural resources as being important.
- Resource Conservation Area: identifies areas with special resource management needs.

SACRAMENTO COUNTY ZONING CODE

In addition to the General 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. The Agricultural zoning

districts promote long-term agricultural use, discouraging premature or unnecessary conversion of agricultural land.

Chapter 3, Use Regulations, of the Zoning Code provide regulations for land uses allowed in the different zoning districts and specifies applicable standards. The chapter provides allowed uses, accessory uses, and temporary uses, along with the required approval process. For agricultural zoning designations, institutional uses, including a place of worship, may be approved by the appropriate authority under a Conditional Use Permit if findings can be made:

- i. The proposed development will carry out the intent of the General Plan and the appropriate community plan.
- ii. The intensity and scale of development is proportional with the allowable residential and agricultural uses in the zone in terms of traffic generation and scale of proposed buildings.
- iii. The development does not alter the rural character of the community.
- iv. The development does not result in the need to expend public water and sewer.
- v. A greater intensity may only be allowed if the appropriate authority finds that the proposed use is either along a major roadway and similar in scale to nearby established uses.

Section 3.6.0. of the Zoning Code provides a list of public, civic, and institutional use standards.

Chapter 5 of the Zoning Code, Development Standards, outlines the development standards that regulate the physical aspects of development in each zoning district to ensure compatibility and quality. These standards include dimensional requirements for structures including lot coverage and size, setbacks, and building height maximums as well as requirements for parking, landscaping, signage, and access.

DELTA PROTECTION ACT (1992) AND LAND USE AND RESOURCE MANAGEMENT PLAN (LURMP)

The Delta Protection Act of 1992 recognized the Sacramento–San Joaquin River Delta as a vital natural resource and established the DPC to manage the Delta to safeguard irreplaceable resources. It established the Primary and Secondary Zones, as shown in Error! Reference source not found., and required a LURMP to guide sustainable development within the Primary Zone to protect and improve agriculture, wildlife habitats, and recreational opportunities. The LURMP directs non-farm development to existing towns, preventing sprawl, and requires local projects to be reviewed for consistency with goals and policies of the plan (Delta Protection Commission, 2010). Key policies include:

- A.1: Protect and enhance long-term viability of commercial agriculture)
- A.2: Protect agricultural lands from inappropriate development)
- A.3 Support wildlife-friendly farming and agriculture-friendly habitat restoration

The LURMP is implemented alongside the Delta Plan, with the LURMP focused on oversight of land uses within the Primary Zone.

The DPC is a 15-member commission, including representatives from the five primary counties within the Delta, cities located within the Delta, representatives of reclamation districts, the California State Transportation Agency, the California Natural Resources Agency (CNRA), California Department of Food and Agriculture, and the California State Lands Commission.

DELTA REFORM ACT (2009) AND THE DELTA PLAN

The Delta Reform Act of 2009 In 2009 established the Delta Stewardship Council (DSC) to manage the Sacramento–San Joaquin River Delta and mandated a legally enforceable Delta Plan. It declared that State policy towards the Delta must serve two “coequal goals”: 1) to provide a more reliable water supply for California, and 2) to protect, restore, and enhance the Delta ecosystem. These goals must be met in a manner that “protects and enhances the unique cultural, recreational, natural resources, and agricultural values of the Delta as an evolving place” (Delta Stewardship Council, 2013). The Delta Plan promotes reduced reliance on Delta exports through conservation and regional supply development and gave the authority over local covered activities to ensure consistency with the Delta Plan (Delta Stewardship Council, 2013).

Through the Delta Reform Act, a certification process for demonstrating consistency with the Delta Plan was established. This process requires all State and local agencies proposing to undertake a covered action to submit to the DSC a written certification of consistency with detailed findings.

The Delta Plan is implemented alongside the DPC LURMP, with the Delta Plan providing statewide goals for water supply and ecosystem health.

ENVIRONMENTAL SETTING

The project site is located within southwest unincorporated Sacramento County, between the Sacramento River to the north and Georgiana Slough to the south. The project vicinity and project site have land use designations and zoning for agricultural uses.

The General Plan land use designation for the project site, as well as parcels within a one-mile radius of the site, is Agricultural Cropland (AG CROP). Located south of the project site is a parcel designated as a protected Resource Conservation Area (**Plate IS-5**).

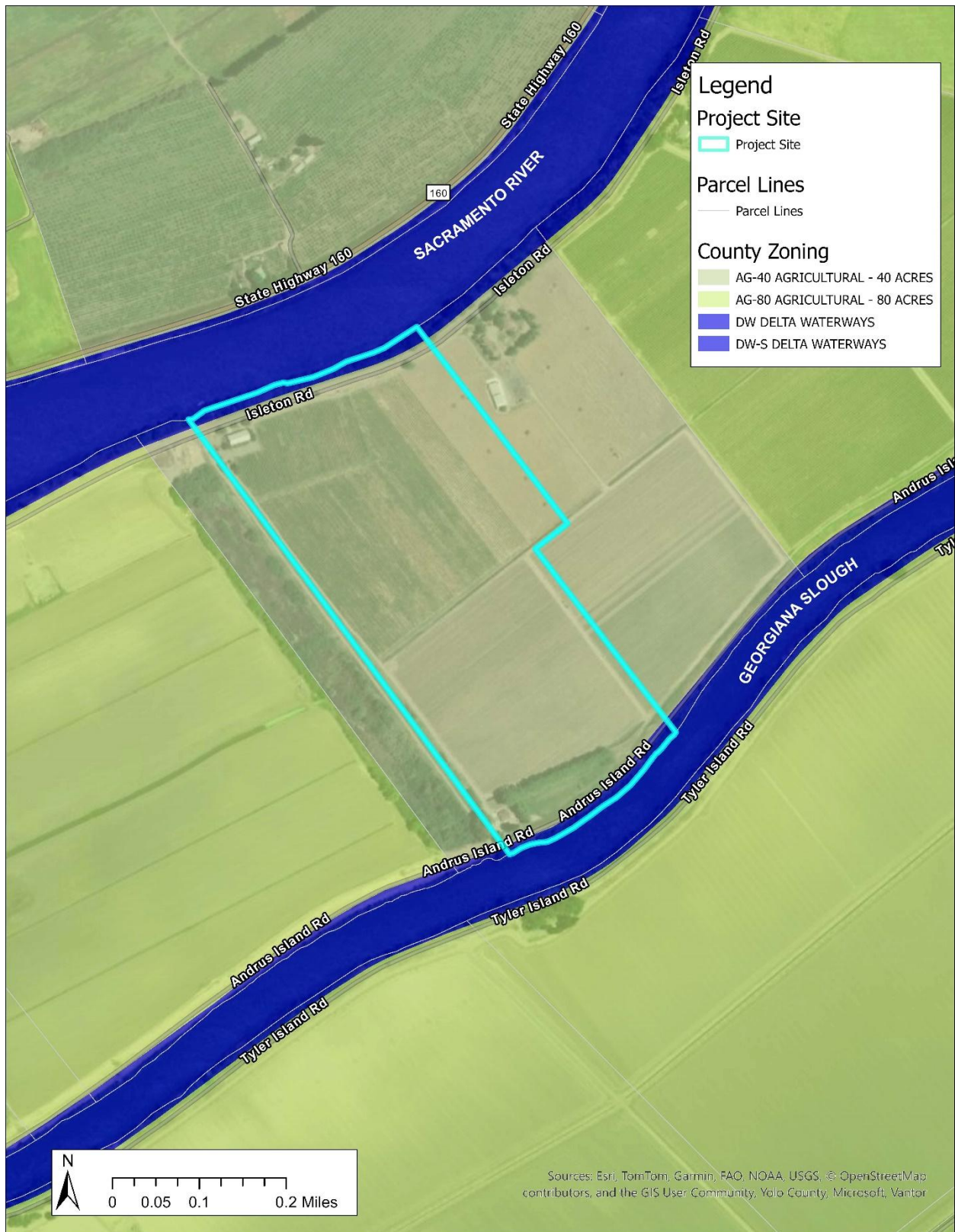
The Sacramento County Zoning Code identifies the project site as AG-40. Within a one-mile radius of this project site parcels are AG-40 or AG-80 (**Plate IS-6**).

The project site is developed, with a single-family house, agricultural building, parking lot, landscaping, and gravel road. The residential house and levee appear to have been present on the site since the 1950s (Helix Environmental Planning, 2025a). Adjacent to the west bank of the Georgiana Slough, and the proposed dock location, along the levee are an existing concrete pad, gazebo, and metal railings for fishing poles. The gazebo and concrete pads are estimated to have been constructed between 2013 and 2016 (Helix Environmental Planning, 2025a). The proposed floating dock would be accessory to the existing development on the project site, used for recreational fishing within the slough.

Plate IS-5: General Plan Land Use Designations within Project Area



Plate IS-6: Zoning Districts within Project Areas



IMPACT DISCUSSION

a. *Would the project physically divide an established community?*

No Impact. The project site is within a rural community with scattered residences and farms. Implementation of the project will include installation of a floating dock, dock cover, and gangway. The development of the project site will not divide an established community and there will be no impact.

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

Less than Significant with Mitigation Implementation of the project will be consistent with construction plans prepared for the project and the Sacramento County zoning code. The project proponent will be required to submit project information to the Delta Stewardship Council to be determined consistent with the Delta Plan. Construction of the project will be consistent with specific policies and are addressed in topical areas throughout the document. Therefore, the impact will be less than significant.

ENVIRONMENTAL MITIGATION MEASURES

Implement AQ-1, BIO-2, BIO-3, BIO-4, BIO-5, and TCR-1 as described in Sections IV, Air Quality, V. Biological Resources, XIX. Tribal Cultural Resources.

XIII. MINERAL RESOURCES

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

REGULATORY SETTING

The Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710-2796, provides comprehensive surface mining and reclamation policy with the regulation of surface mining operations to minimize adverse environmental impacts and ensure that mined lands are reclaimed to usable condition. As part of SMARA, lands are classified based on their mineral resource potential to prevent irreversible land-use decisions from hindering the operation of resource extraction. Furthermore, SMARA requires the issuance of a permit for mining operations within California, with local jurisdictions designated as the lead agency responsible for enforcing SMARA, review and approval of permit applications, and review and approval of reclamation plans.

ENVIRONMENTAL SETTING

Mineral resources within Sacramento County include natural gas, petroleum, sand, gravel, silver, gold, peat, topsoil, and lignite. The primary resources in production are aggregate (sand and gravel) and natural gas. All sand and gravel mined in the County are used for construction, specifically for foundations and as road base material (Sacramento County, 2017). Most aggregate deposits within the County are located within the Old American River channel, located south of Rancho Cordova (Sacramento County, 2017).

The project site is within an area identified by the California Department of Conservation as Mineral Resource Zone-1, an area where geologic information indicates that no significant mineral deposits are present (California Geological Survey, 2018).

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 will 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 source recovery site in the Sacramento County General Plan; therefore, implementation of the project will not result in the loss of availability of mineral resources.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

XIV. NOISE

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
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, as 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, 2025d).

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, 2025e).

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 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 during the day of 55-75 dB and an interior range of 35-60 dB. Construction of the project is anticipated to result in a temporary increase in noise within the project vicinity. Therefore, construction of the project will be required to adhere to General Plan Policy NO-8 (Sacramento County, 2022):

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 CODE SECTION 6.68.090(E)

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

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 decibel (dB). Intensity of sound can vary in intensity, with noise levels at the maximum human sensitivity from 500 – 2,000 dBA (A-weighted dB¹⁵). 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. Based on this inventory, the noise for a pile driver ranges from 95-101 dBA and work trucks 55-75 dBA (Federal Highway Administration, 2006)

The closest sensitive receptors to the project site, measured from the proposed dock location, include the following¹⁶:

- Single-family dwelling (15511 Isleton Road), project site, approximately 100 feet north of proposed gangway pile driving location.
- Single-family dwelling (14534 State Highway 160), 0.6 miles (2,982 feet) north of the project site, north of the Sacramento River and SR-160.
- Single-family dwelling (15461 Isleton Road), 0.6 miles (3,431 feet) northeast of the project site, south of Isleton Road.

Primary contributors of ambient noise within the project area include SR-160, Isleton Road, and Tyler Island Road.

The project is limited to the installation of a private floating dock within Georgiana Slough. Construction will occur during daylight hours, with pile driving occurring over the course of a single day. Operation of the dock for fishing will not result in the generation of excessive noise.

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 noise levels in the project area consist of vehicle travel along SR-160, Isleton Road, and Tyler Island Road as well as noise from adjacent residential and

¹⁵ Measurement of sound that is adjusted to match how the human ear perceives sound.

¹⁶ Additional sensitive receptors include: [Address], a single-family dwelling located 0.7 miles (3,447 feet) to the northwest; 14554 State Highway 160, a single-family dwelling located 0.7 miles (3,881 feet) to the southeast; and 15639 Isleton Road, a single-single family dwelling located 0.8 miles (4,314 feet) to the west.

agricultural uses. Construction of the project will include the use of a barge, pile driver, and work trucks which may temporarily increase the ambient noise within the vicinity of the project. The Federal Highway Administration Construction Noise Handbook, Chapter 9, provides construction equipment noise level based on an inventory of data samples.

As previously mentioned, sensitive receptors in the project area include two single-family dwellings within 0.6 miles of the project site. Noise associated with construction activities is temporary in nature. Compliance with the County's Municipal Code Section 6.68.090(e) will limit construction activities to daytime hours. Operation of the project is not anticipated to generate a significant permanent increase in ambient noise levels, specifically as the dock will be primarily used for fishing. Therefore, although implementation of the project will generate an increase in ambient noise levels, these increases will be temporary in nature and will be in accordance with the County's Municipal Code and will result in less than significant impacts.

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

Less than Significant with Mitigation. Pile driving associated with construction of the project has the potential to generate limited groundbourne vibration and noise. According to the Federal Transit Administration, the vibration levels associated with the use of a pile driver are 0.644 inches per second (1 in/sec) peak particle velocity (PPV) at 25 feet and 104 vibration decibels (VdB referenced to 1 microinch per second (1 μ in/sec)) based on the root mean square (RMS) velocity amplitude at 25 feet. Loaded trucks are identified as having a vibration level of 0.076 in/sec PPV and 86 VdB (Federal Transit Authority, 2018).

Terrestrial Noise Analysis. Caltrans has identified that vibration levels below 0.2 in/sec PPV will not cause issued related to structural damage for normal buildings and 80 VdB is identified as the level that individuals will find the vibration annoying (California Department of Transportation, 2020b). Vibration levels were predicted using the Federal Transit Authority's recommended procedure for applying propagation adjustments to heavy equipment reference levels. The predicted worst-case vibration levels associated with the project during construction were approximately 0.081 in/sec PPV and 86 VdB at the closest existing structure, located approximately 100 feet north of the nearest pile driving location¹⁷ (Federal Transit Authority, 2018). The project's predicted vibration level is well below 0.2 in/sec PPV and construction of the project will not cause structural damage to buildings. However, at 86 VdB, some people may find the vibration annoying.

While the project will exceed 80 VdB, which has been identified as the level that individuals will find the vibration annoying (Federal Transit Authority, 2018), this is true only for the structure on the project site occupied by the project proponent. Levels for neighboring parcels will not exceed the identified level for annoyance (ranging from 0.04 in/sec PPV – 2 in/sec PPV) (California Department of Transportation, 2020b). These increases in groundbourne vibration and noise will be temporary, specifically pile driving which is anticipated to not exceed one workday. Following construction, the long-term operation of the project will not generate groundbourne vibration or noise. Therefore, there will be no impact.

Aquatic Noise Analysis. Pile driving within a watered area has the potential to result in barotrauma or mortality to fish species within the slough depending on the level of sound

¹⁷ The nearest pile driving location is along the bank of the levee, on the shelf above the visible OHWM where the support piles for the gangway are to be installed.

pressure created. The California Department of Transportation, Technical Guidance for the Assessment of Hydroacoustic Effects of Pile Driving on Fish, states that the use of smaller steel shell piles (less than 24-inches) is unlikely to generate the level of underwater sound pressure that would cause immediate fish mortality or delayed mortality as it will not exceed the peak threshold of 206 dB. To ensure impacts to fish are reduced to less than significant with regard to sound pressure, in-water work will be limited to June 1 to October 1 to avoid peak fish migration (Mitigation Measure BIO-5). The pile driver will have a drop hammer no greater than 3,000 pounds. Wooden cushion blocks will be used to minimize acoustic impacts and individual strikes will be limited to 191 dB or less. The generation of underwater noise will be temporary, and the noise limit and attenuation proposed will reduce impacts to less than significant.

ENVIRONMENTAL MITIGATION MEASURES

Implement BIO-5 as previously described in Section V. Biological Resources.

XV. POPULATION AND HOUSING

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

REGULATORY SETTING

As previously discussed in Section XII, Land Use and Planning, the General Plan provides a long-range vision for development within the County and 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. The County zoning code establishes land use zones with standards and regulations for development within each zoning district.

ENVIRONMENTAL SETTING

As previously discussed, the project site is located within a rural agricultural area within southwest unincorporated Sacramento County in an area with a land use designation of AG Crop and zoned for agriculture, including AG-40 and AG-80. The project site has an existing single-family dwelling, agricultural building, parking lot, and gravel driveway.

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 is limited to the installation of a private floating dock, to be accessory to the principle established rural agricultural land use and to be used for recreational purposes (i.e., fishing). No new housing or businesses are included as a part of the project. Therefore, implementation of the project will not directly or indirectly result in impacts in population.

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

No Impact. Construction of the project will not displace people or housing and will not necessitate the construction of replacement housing elsewhere.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

XVI. PUBLIC SERVICES

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

REGULATORY SETTING

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, including water and wastewater to ensure sufficient capacity and treatment facilities, solid waste management, library services, ensuring adequate law enforcement and fire protection

services, energy infrastructure, and provision of parks and recreational facilities to serve the community. The County seeks to ensure that public facilities have the capacity to meet the needs of the current and projected population, provide efficient operation and maintenance to existing and planned public facilities, promote sustainable practices in development and operation of facilities, address financing of facilities through various mechanisms, and build community resilience through the provision of essential public services and infrastructure.

ENVIRONMENTAL SETTING

The project area is in southwest unincorporated Sacramento County, within an agricultural residential area.

FIRE PROTECTION

The project area is within the River Delta Fire service area. The closest fire station to the project is the River Delta Station 94 (16969 Jackson Road, Isleton, CA 95641) located approximately 4.5 miles southwest of the project site.

POLICE PROTECTION

The Sacramento County Sheriff Department provides police protection within the project area. The project site is within the service area of the Central Division (Walnut Grove Service Center) which provides law enforcement services to the central portion of the County. The nearest station is the Walnut Grove Service Center, located at 14160 Grove Street, Walnut Grove, CA 956904, approximately 4.4 miles northeast of the project site.

SCHOOLS

The project site is within the River Delta Unified School District. Listed below are the nearest applicable schools, addresses, and distance from the project area:

- Isleton Elementary School, 412 Union Street, Isleton, CA 95641, 3.1 miles southwest
- Walnut Grove Elementary, 14181 Grove Street, Walnut Grove, CA 95690, 4.3 miles northeast
- Rearview Middle School, 525 S 2nd Street, Rio Vista, CA 94571, 7.5 miles southwest
- Rio Vista High School, 410 S 4th Street, Rio Vista, CA 94571, 7.6 miles southwest

PARKS

The project site is within the Sacramento County Service Area #4C, which encompasses the unincorporated area of the County from Hood, Locke, and Walnut Grove all the way to Sherman Island. Nearby recreational areas are listed below, including name, address, and distance from the project area:

- Georgiana Fishing Access, 15000 Andrus Island Road, Delta, CA 95641, 2 miles northeast

- Hogback Island Recreation Facility, 14900 Grand Island Road, Walnut Grove, CA 95690, 2.7 miles northwest
- Cliffhouse Fishing Access, 16145 River Road, Isleton, CA 95641, 5.8 miles west

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. The project consists of the installation of a private floating dock, dock cover, and gangway to be used for private recreation. Implementation of the project will not induce population growth and will 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 will not result in significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for public service.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

XVII. RECREATION

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
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 project site is within the Sacramento County Service Area #4C. The nearest recreational facility is the Georgiana Fishing Access located two miles northeast of the project site.

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. Implementation of the project will not contribute to an increase in population or land use beyond that already planned in the General Plan. The project will not increase the use of recreational facilities that will result in the physical deterioration of other surrounding 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 for this project.

XVIII. TRANSPORTATION

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
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 (Office of Planning and Research, 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

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 right-of-way for future improvements and

planning for transportation beyond the 20-year horizon. Roadway classifications and right-of-way standards, specific widths to account for lanes, shoulders, curb, gutter, sidewalks, bike lanes, and other features, are included within the Circulation Element (Sacramento County, 2022).

The Transportation Plan, included within the Circulation Element, outlines the proposed circulation system for unincorporated areas, guiding long-term planning and development (Sacramento County, 2011b).

ENVIRONMENTAL SETTING

The project site is served by Isleton Road, running along the southeast boundary of the Sacramento River. Isleton Road is identified as a local street in the Sacramento County Circulation Element, typically developed as a two-lane undivided roadway to serve as access to abutting private property (Sacramento County, 2022). The County has not identified Isleton Road as a roadway to be upgraded as part of the General Plan Transportation Plan (Sacramento County, 2011b).

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 associated with the installation of the dock may temporarily generate new vehicle trips (hauling and worker commute trips) and may result in a slight increase in traffic levels in the project area. Construction of the project will be temporary and operation of the project following construction will not result in a significant increase in daily vehicle trips. Implementation of the project will be entirely within a privately owned parcel and will only generate construction trips; no operational trips will be generated following construction of the project. As such, impacts will be less than significant.

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

Less than Significant. The 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 will generate a potentially significant level of VMT or inconsistency with a Sustainable Communities Strategy or general plan, and projects that generate or attract fewer than 110 trips per day generally, may be assumed to cause a less-than-significant impact. Operation of the project can be considered a “small project” pursuant to the Technical Advisory, given that it will result in a minimal increase in VMT, will not be inconsistent with the General Plan, and will not generate more than 110 daily trips. Based on an analysis of the project using the TAG Screening Criteria, less than 237 new automobile day trips will result from implementation of the project, less than 1,000 new daily trips, and less than 100 new trips during the AM / PM peak hours. Therefore, implementation of the project will not conflict with CEQA Guidelines 15064.3(b) individually or cumulatively and impacts will be less than significant.

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

No Impact. The project is limited to the installation of a private floating dock. Construction of the project will utilize an existing driveway and the Georgiana Slough (pile driving and delivery of dock and gangway to project site). No frontage improvements or modifications to the existing driveway / roadway are proposed. Therefore, implementation of the project will not substantially increase hazards due to geometric design features or incompatible uses.

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

No Impact. Implementation of the project will not require road closures or diversions during construction. Emergency access within the project area will not be impacted during construction.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

XIX. TRIBAL CULTURAL RESOURCES

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

AB 52

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 (Office of Planning and Research, 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.

SACRAMENTO COUNTY GENERAL PLAN

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 on the project site, 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.

CO-155: Native American burial sites encountered during preapproved survey or during construction shall, whenever possible, remain in situ. Excavation and reburial shall occur when in-situ preservation is not possible or when the archaeological significance of the site merits excavation and recording procedure. On-site re-interment shall have priority. The project developer shall provide the burden of proof that off-site re-interment is the only feasible alternative. Re-interment shall be the responsibility of local tribal representatives.

ENVIRONMENTAL SETTING

As discussed in Section VI, Cultural Resources, a Cultural Resources Assessment was prepared by Helix Environmental Planning for the project (Helix Environmental Planning, 2022). The Assessment included a NCIC records request and a field survey of the project site.

County PER distributed consultation notification letters to all AB-52 registered tribal partners on September 4, 2025. The County received no requests to consult on the proposed project.

SACRAMENTO RIVER TRIBAL CULTURAL LANDSCAPE

The Sacramento River is a registered Tribal Cultural Landscape (TCL) on file with the Office of Historic Preservation and recognized by California's State Historic Preservation Officer as a landscape that is eligible for listing in the National Register of Historic Places (NRHP) under the Criterion A of the National Historic Preservation Act, Section 106.

The TCL includes the entire span (approximately 50 miles) of the Lower Sacramento River within Sacramento County. The primary characteristics of this landscape are waterways, Tule habitat, fisheries, and native wildlife. It is considered sacred for its association with pre-contact indigenous occupation and long-spanning ethnographic lore.

It remains significant to the indigenous communities of Sacramento County for its contemporary habitats which support native plants and animals still used today for spiritual, medicinal, and modern foraging practices that help preserve traditional lifeways.

NATIONAL EVALUATION STATUS

All properties and districts listed in or eligible for listing in the National Register of Historic Properties (NRHP) are considered in the planning of federal undertaking such as highway construction and Community Development Block Grant projects. "Federal Undertakings" also includes activities sponsored by state or local governments or private entities if they are licensed or partially funded by the federal government.

If a project is subject to the California Environmental Quality Act (CEQA), then the National Register designation of a property (or the determination of its eligibility) would indicate its significance and the need to take into account any effects of the project on the property. A local agency may tie listing in the National Register to restrictions imposed locally, such as design review.

In March 2023, California's State Historic Preservation Officer (SHPO) recognized the Sacramento River TCL as an eligible property of the NRHP under Criterion A: Associate with events that have made a significant contribution to the broad patterns of our history. Despite being subject to significant alterations in the 19th and 20th centuries, the SHPO concurred that the landscape maintains integrity of location, setting, feeling, and association.

STATE EVALUATION STATUS

All properties and districts listed in or eligible for listing in the California Register of Historic Resources (CRHR) are considered in the planning of public and private projects that are subject to CEQA as potential impacts to Cultural and/or Tribal Cultural Resources.

The Sacramento River TCL has not been evaluated at the state level, and its eligibility status remains unconfirmed.

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?*

Less than Significant With Mitigation. Because the Sacramento River TCL is not a listed or evaluated property under the CRHR, Sacramento County defers to Public Resources Code (PRC) § 21074, which states that “a resource determined by a lead agency, in its discretion and supported by substantial evidence to be significant according to the historical register criteria in Public Resources Section § 5024.1(c) and considering the significance of the resource to a California Native American tribe.”

As an altered landscape with a spectrum of significance throughout, Sacramento County relies on tribal consultation to determine when impacts to the Sacramento River TCL are potentially significant. Because no recommendations were received from AB 52 registered consulting partners, there are no tribal cultural resources of significance that have been reported to Sacramento County. Implementation of Mitigation Measure TCR-1, Inadvertent Discovery of Tribal Cultural Resources, will be required for project to ensure that impacts related to disturbance of cultural resources will be less than significant.

ENVIRONMENTAL MITIGATION MEASURES

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

TCR-1: Inadvertent Discovery of Tribal Cultural Resources

In the event that human remains are discovered in any location other than a dedicated cemetery, work shall be halted, and the County Coroner contacted. For all other potential tribal cultural resources [TCRs], archaeological, or cultural resources discovered during project’s ground disturbing activities, work shall be halted until a qualified archaeologist and/or tribal representative may evaluate the resource.

1. **Unanticipated human remains.** Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop, and the County Coroner and the Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely

descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.

2. **Unanticipated tribal cultural resources.** In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.
 - a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.
 - b. If a potentially eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

XX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

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 meet the needs of the current and projected population.

ENVIRONMENTAL SETTING

The Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill have been certified as Construction and Demolition Debris Sorting Facilities by Sacramento County (Sacramento County, 2024a). Non-recyclable materials could be disposed of at Kiefer Landfill or L and D Landfill. Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, biosolids, and other nonhazardous designated debris (CalRecycle, 2024a). L and D Landfill is classified as a Class II and III landfill that is permitted to accept municipal solid waste, construction and demolition debris, green materials, industrial, and inert waste (CalRecycle, 2024b).

The project site is located outside of the urban service boundary for both water and sewer. However, no new services (septic and / or well) are proposed for the installation of the private floating dock.

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?*

No Impact. The project is limited to the installation of a private floating dock, cover, and gangway. Implementation of the project will not require relocation or construction of new or expanded water, wastewater, stormwater, electric, 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?*

No Impact. Construction and operation of the project does not require connection to existing or new water supplies.

- 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 will not require connection to any public or private wastewater treatment providers. Portable restrooms will likely be used during construction; therefore, implementation of the project will 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?*

No Impact. Construction of the project does not include demolition. However, implementation of the project will comply with all applicable federal, State, and local solid waste statutes 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. Recyclable materials will likely be disposed of at the Florin-Perkins Public Disposal Transfer / Processing Facility, Sierra Waste Recycling and Transfer Station, and Land D Landfill. Kiefer Landfill and L and D Landfill have a large volume of landfill capacity available to serve the construction phase of the project. Therefore, implementation of the project will not generate waste in excess of state or local standards or in excess of local infrastructure.

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

No Impact. As previously discussed under Item d, implementation of the project will comply with all applicable solid waste statutes and regulations, including CalGreen and Article 6 (Construction and Demolition Debris) or Chapter 6.20, Title 6, of the Sacramento County Code.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

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

FIRE HAZARD SEVERITY ZONE (FHSZ) MAPS

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 (SRAs¹⁸). 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 (LRAs¹⁹). 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.

SACRAMENTO COUNTY GENERAL PLAN

The Sacramento County General Plan Safety Element identifies urban and rural fires as a potential hazard for unincorporated Sacramento County. It includes policies and objectives intended to minimize risk, including measures including fuel reduction, use of fire-resistant building materials, use of fire-resistant vegetation / landscaping, development of fire protection plans for new development, and standards for adequate water supply, pressure and access for firefighting equipment.

¹⁸ Geographical area where the state government, specifically CalFire, has the financial and legal responsibility to prevent and suppress wildfires.

¹⁹ 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

Urban and rural fires may occur within Sacramento County, although the risk is less for major wildland fires due to the relatively flat topography and policies that limit urbanization of wildland areas. Areas along the American River Parkway and grasslands in the east portion of the County are vulnerable. The project site is within the southwestern portion of the County and is surrounded by agricultural cropland and water.

The project falls within the LRA for the River Delta Fire, who provides fire protection services (see Section XVI, Public Services for further discussion). The project area is not within a FHSZ area.

IMPACT DISCUSSION

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

No Impact. Implementation of the project will not impede emergency response from accessing the site or the surrounding area. Additionally, the project will be required to comply with all applicable fire code and ordinance requirements for construction and access to the site.

- 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 FHSZ; therefore, implementation of the project will 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 does not include the installation or maintenance of associated infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.

- 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?*

Less than Significant. The project area is in a rural portion of the County, with agriculture and waterways in the surrounding vicinity, and not within a designated FHSZ. Construction of the project will comply with all applicable CBC regarding the use of fire and smoke protection features, including the use of fire-resistant building components. Therefore, implementation of the project is not expected to substantially increase exposure of people or structures to post-fire slope instability or drainage changes.

ENVIRONMENTAL MITIGATION MEASURES

No mitigation measures are recommended for this project.

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, and Section XI, Hydrology and Water Quality, the project has the potential to significantly degrade the quality of the environment. During construction, activities may impact special status plant and wildlife species adjacent to and within the Georgiana Slough. However, Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5 would be implemented, and impacts will be reduced to less than significant.

As discussed in Section VI, Cultural Resources, and Section XIX, Tribal Cultural Resources, there is potential for the project to result in inadvertent discovery of cultural resources, tribal cultural resources, and human remains. However, Mitigation Measure TCR-1 will be implemented, and impacts will 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 will combine with the project to cause cumulative impacts. For all topics discussed in this Initial Study, impacts resulting from implementation of the project will be individually limited and not cumulatively considerable, because the impacts are temporary in nature or limited to the project area. Additionally, for each topic analyzed in the Initial Study, the project would have no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated; therefore, the project will 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. Implementation of the project would result in air emissions during construction of the project. However, the project will implement all feasible BMPs and Best Available Control Technology to ensure that the impacts are less than significant. 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 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 minutes²⁰. 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 Regulation²¹.
 - 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.

BIO-1 - OTHER AGENCY APPROVALS AND PERMITS

Project proponent is responsible for obtaining approval and permits from USACE, RWQCB, CDFW, and CVFPB prior to initiating construction. All approvals / permits must be submitted to PER prior to issuance of any permit / initiation of work. If conditions / AMMs vary between those identified by Sacramento County and other agencies, the stricter requirement will prevail.

BIO-2 - PRE-CONSTRUCTION PLANT SPECIES

Prior to any ground disturbing activities (including grading, grubbing, excavation, etc.) within 50 feet of suitable habitat, rare and special status plant surveys shall be performed following the CDFW rare plant survey protocols (California Department of Fish and Wildlife, 2018). The surveys should be floristic in nature, meaning that all plant species found in the survey area shall be identified to the taxonomic level necessary to determine rarity and listing status. The surveyor shall have experience as a botanical field investigator and be familiar with the local flora and potential rare and special status plants in the habitats to be surveyed. The surveys will be conducted when the plants at the site will be the easiest to identify (i.e., flowering stage), and when the plants reach that stage of maturity.

A written report will be prepared and should include a brief description of the vegetation, survey results (which includes a list of all species observed), photographs, time spent surveying, date of survey(s), a map showing the location of the survey route and any plant populations, and copies of any rare plant occurrence forms. The report will be submitted to the County for review and approval prior to initiation of construction.

If no rare plants are found, no further mitigation for plant species is required. If a special status plant or natural community is located, complete and submit to the CNDDDB a California Native Species (of Community) Field Survey Form or equivalent written report, accompanied by a copy of the relevant portion of a 7.5-minute topographic map with the occurrence mapped.

²⁰ California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485.

²¹ California code of Regulations, Title 13, Sections 2449 and 2449.1.

Total avoidance of rare plants will be required unless deemed infeasible by the Environmental Coordinator. Total avoidance is defined as maintenance of a 50-foot buffer around all identified rare plants combined with avoidance of substantial channel modifications. If avoidance is infeasible, notify CDFW and USFWS prior to construction and comply with any permit or mitigation requirements stipulated by those agencies. Submit copies of all such correspondence, including a copy of any required permits, to the Environmental Coordinator.

BIO-3 – BAT HABITAT ASSESSMENT AND AVOIDANCE

The applicant will retain a qualified bat biologist with adequate experience identifying local bat species (visual and acoustic identification), type of habitat, and differences in roosting behavior and types (i.e., day, night, maternity). No later than six months prior to the start of ground disturbing activities, the bat biologist will survey the project site for potentially suitable bat roosting habitat. The assessment is to include a visual inspection of suitable habitat features (e.g., trees, bridges, and other structures) for suitable bat roosting habitat within the project area and a minimum of a 500-foot radius adjacent to these areas that may be impacted by project activities.

In the event bat habitat and potential roosting sites are identified during the pre-construction survey and project activities are scheduled during the maternity season (April 15 to August 31) or the hibernation season (October 15 to March 1), a Bat Avoidance and Exclusion Plan (BAEP) will be prepared in coordination with the regulatory agencies.

BIO-4 – RAPTOR NEST PROTECTION

Adequate measures will be taken to avoid inadvertent take of raptor nests when in active use. This will be accomplished by taking the following steps:

- If construction is proposed during the nesting season (February 1 to September 15, inclusive), a survey for nesting raptors shall be conducted by a qualified biologist within seven days prior to the onset of ground disturbing activity to identify any active nests (i.e., nests containing eggs and/or young) of raptor bird species. Surveys will be performed for the project site, vehicle and equipment staging areas, and suitable habitat within one half mile of the project site that can be accessed by the project proponent to locate any active raptor (bird of prey) nests. If project related work does not commence within seven days, or if there is a lapse in construction activities totaling seven days or more, additional surveys will be required.
- If no active nests are identified during the survey period, or if development is initiated during the non-breeding season, construction may proceed with no restrictions.
- If active nests are found, an adequate no-disturbance buffer shall be established around the nest location and construction activities shall be restricted within the buffer until a qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance buffer will be established by the qualified biologist and may vary depending on the species, line-of-sight between the nest, and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone will be fenced with temporary orange construction fencing, high visibility rope, or a similar visual barrier if construction is to be initiated on the remainder of the development site. The buffer shall be kept in place until after the breeding

nesting season or until a qualified biologist confirms the young have fledged, are foraging independently, and the nest is no longer active for the season.

- In the event that raptors begin nesting within the project site amid construction activities, an adequate no-disturbance buffer will be established around the new nest location until a qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area.
- All identified active raptor nests that may be subject to project related impacts will be regularly monitored by a qualified biologist for any changes in behavior related to construction disturbance. If the qualified biologist observes that nesting raptors are disturbed by project related construction activities, all work activities will cease until the qualified biologist identifies a revised no-disturbance zone.
- A report of findings will be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone have fledged and construction and proceed.

BIO-5 - PRE-CONSTRUCTION SURVEYS FOR MIGRATORY AND NON-RAPTOR NESTING BIRDS

Adequate measures will be taken to avoid inadvertent take of migratory nesting bird nests when in active use. This will be accomplished by taking the following steps:

- If construction is proposed during the nesting season (February 1 to September 15, inclusive), a survey for nesting birds shall be conducted by a qualified biologist within seven days prior to the onset of ground disturbing activities to identify any active nests (i.e., nests containing eggs and/or young) of migratory and/or non-raptor bird species. Surveys will be performed for the project site, vehicle and equipment staging areas, and suitable habitat within 500 feet of the project site to locate any active migratory bird nests. If project related work does not commence within seven days, or if there is a lapse in construction activities totaling seven days or more, additional surveys will be required.
- If no active nests are identified during the survey period, or if development is initiated during the non-breeding season, construction may proceed with no restrictions.
- If active nests are found, an adequate no-disturbance buffer shall be established around the nest location and construction activities shall be restricted within the buffer until a qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance buffer will be established by the qualified biologist and may vary depending on the species, line-of-sight between the nest, and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone will be fenced with temporary orange construction fencing, high visibility rope, or a similar visual barrier if construction is to be initiated on the remainder of the development site. The buffer shall be kept in place until after the breeding nesting season or until a qualified biologist confirms the young have fledged, are foraging independently, and the nest is no longer active for the season.

- Any birds that begin nesting within the project site and survey buffers during construction activities will be assumed to be habituated to construction-related or similar noise and disturbance levels and no-disturbance zones shall not be established around active nests in these cases; however, should birds nesting within the project site and survey buffers during construction activities begin to show disturbance associated with construction activities, no-disturbance buffers shall be established as determined by the qualified wildlife biologist.
- A report of findings will be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season. The report will either confirm absence of any active nests or will confirm that any young within a designated no-disturbance zone have fledged and construction can proceed.

BIO-6 – NORTHWESTERN POND TURTLE PRE-CONSTRUCTION SURVEY AND AVOIDANCE

A designated biologist will conduct a field investigation at least 30-days prior to construction to delineate northwestern pond turtle habitat within 300 feet of the project footprint. In the event construction is within 300-feet of northwestern pond turtle habitat as identified by the pre-construction survey, an approved biologist experienced with northwestern pond turtle identification and behavior will monitor the site, including any exclusionary fencing (if applicable). The approved biologist will be on site daily while construction activities are taking place in aquatic habitat or within 300 feet of aquatic habitat. The approved biologist will also be responsible for training construction personnel on the required avoidance procedures, exclusion fencing, and protocols in the event that a northwestern pond turtle enters and active construction zone.

BIO-7 – IN-WATER WORK

All in-water work associated with the project will be restricted to June 1 and October 1 to avoid the peak spawning period. Pile driving will be limited to one workday, unless otherwise approved, and the following will be implemented:

- Pile driver drop hammer will be no greater than 3,000 pounds
- Individual strikes will not exceed 191 dB for an estimated distance of 32 feet.
- Turbidity curtains will be installed around the area identified for pile driving within the Georgiana Slough prior implementation to prevent release of turbidity into the slough. Visual inspection during pile driving will be conducted and pile driving will cease until the curtain is properly fixed and/or adjusted to prevent discharge into the remainder of the slough. The curtains may be removed following construction once visual inspection of the water column indicates that turbidity levels are consistent with pre-construction conditions. Curtains will be carefully removed to prevent to the greatest extent feasible an increase of turbidity.
- During the course of remaining construction activities, the project proponent will maintain a continuous and unobstructed water flow

TCR-1: INADVERTENT DISCOVERY OF TRIBAL CULTURAL RESOURCES

In the event that human remains are discovered in any location other than a dedicated cemetery, work shall be halted, and the County Coroner contacted. For all other potential tribal cultural resources [TCRs], archaeological, or cultural resources discovered during project's ground disturbing activities, work shall be halted until a qualified archaeologist and/or tribal representative may evaluate the resource.

1. **Unanticipated human remains.** Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop, and the County Coroner and the Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.
2. **Unanticipated tribal cultural resources.** In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.
 - a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.
 - b. If a potentially eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for the Rippey Private Floating Dock as follows:

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is **\$3,500.00**. This fee includes administrative costs of **\$1,167.00**.
2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

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APPENDICES: PROVIDED UNDER SEPARATE COVER