

Arden Way Complete Streets, Phase 2 – Heskett Way to Morse Avenue
Sacramento County Department of Transportation
July 2025

Project Study Report

For Project Programming and STIP Requirements

On Route Arden Way

Between Heskett Way

And Morse Avenue

APPROVAL RECOMMENDED:

Signed by:

Dane Coyle

10/24/2025

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Dane Coyle, Project Manager

APPROVED:

DocuSigned by:

Steve White

10/24/2025

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Stephen White, Chief of Engineering

Date

Vicinity Map



NOT TO SCALE

Arden Way Complete Streets, Phase 2 – Heskett Way to Morse Avenue
Sacramento County Department of Transportation
July 2025

This project study report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Signed by:

0064E23E8E86490

10/24/2025

REGISTERED CIVIL ENGINEER

DATE



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1. INTRODUCTION

The project involves environmental clearance, design, right-of-way acquisition, and construction of Complete Street improvements on Arden Way in Sacramento County from Heskett Way to Morse Avenue. Improvements include separated sidewalks, curb and gutter, a mixture of Class II and Class IV separated bike lanes, bus turnouts, landscaping, and drainage enhancements.

Project Limits	<i>Arden Way</i> From Heskett Way to Morse Avenue
Current Capital Outlay Support Estimate for PA&ED	
Current Capital Outlay Construction Cost Range	\$7,450,000
Current Capital Outlay Right-of-Way Cost Range	\$1,245,500
Funding Source	Federal RSTP, STIP, Local
Type of Facility	4 lane – conventional highway
Number of Structures	1
Anticipated Environmental Determination or Document	CEQA-Mitigated Neg Declaration
Legal Description	In Sacramento County, along Arden Way beginning at Heskett Way to Morse Avenue for approximately centerline 0.6 miles
Project Development Category	4A

2. BACKGROUND

Sacramento County Department of Transportation (SacDOT) aims to build upon Phase 1 improvements (Morse Avenue to Watt Avenue, scheduled to be constructed in 2025 and 2026) to create cohesive multimodal enhancements on Arden Way. This project will be Phase 2 of this effort – extending the improvements westward, stopping just west of Fulton Avenue on Heskett Way, incorporating feedback from extensive community engagement.

In 2018, SacDOT was awarded a SACOG Community Design Grant for Arden Way Complete Streets Plan and Phase 1 Improvement Project on Arden Way from Morse Ave to Watt Ave. The Phase 1 project is for the section of Arden Way directly adjacent and east of the Phase 2 proposed project and envisions improvements similar to the proposal for Phase 2. Construction of Phase 1 is scheduled for summer of 2025 and into 2026. This Phase 2 application seeks to further the progress on Arden Way from Heskett Way to Morse Avenue.

In addition, the Arden Way Complete Streets Master Plan (AWCSMP) was endorsed in 2023. The objective of the AWCSMP was to engage the community on

developing Arden Way into a safe, conformable, convenient and multi-modal friendly corridor. Outreach efforts including a project website, email contact, community workshops, business district canvassing, business owners surveys and a Community Advisory Committee. Ultimately, three design alternative were presented to the community with one final alternative being adopted.



Arden Way existing conditions. No bike lane, narrow sidewalks, non-ADA compliant

3. PURPOSE AND NEED

Purpose:

The Arden Way Phase 2 Project aims to transform Arden Way into a safe, accessible, and sustainable multimodal corridor that encourages pedestrian, bicycle, and transit use through infrastructure enhancements. The improvements will be designed to create a more desirable environment for pedestrians, bicyclists and transit/bus riders such as: wide, pedestrian-friendly separated sidewalks, continuous buffered bike lanes, traffic signal modifications and better pedestrian crossings, improved transit facilities such as expanded bus turn outs and enlarged boarding areas, channelized landscaped medians, and improved street lighting.

Need:

Current infrastructure conditions discourage non-motorized transportation due to inadequate pedestrian facilities, absence of bike lanes, and general safety and maintenance concerns. This project addresses these deficiencies, promoting

transportation equity and community revitalization.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

According to the March 2025 Project Performance Assessment (PPA) for Arden Way Complete Streets Phase 2, the posted speed limit along Arden Way is 35 mph, and the corridor currently serves an average daily traffic (ADT) of approximately 24,588 vehicles. The Pavement Condition Index (PCI) for the project segment is 53. Between 2014 and 2018, the project segment experienced a high collision rate of 257 collisions per 100 million vehicle miles traveled, substantially above both the community-type average (140.4) and the regional average (95.4). Additionally, the rate of bicycle and pedestrian collisions is 7.9 per centerline mile, significantly higher than the regional average of 1.3, and approximately 17% of collisions involve bicyclists or pedestrians. This data indicates existing safety deficiencies and highlights the need for pedestrian and bicycle facility improvements. By constructing separated sidewalks, buffered bike lanes, and transit enhancements, the proposed project aims to significantly improve multimodal safety, reduce vehicular speeds through improved street design, and foster a safer transportation environment for all corridor users.

5. DEFICIENCIES

Community feedback solicited through the Re-Envision West Arden Arcade (REWAA) initiative in 2020, highlighted a need for enhanced safety and accessibility for pedestrians and cyclists. Existing sidewalks are narrow, non-ADA compliant, and lack proper separation from traffic.

Despite many jobs and amenities being within a 15 minute walk in the west Arden Arcade community, residents do not feel safe walking because the existing infrastructure is not inviting to pedestrians. This project helps to bridge the gap in accessibility.

Community feedback from the AWCSMP community workshops and CAC meetings held between 2021 and 2022 highlighted many perceived deficiencies along the Arden Way corridor. These include a lack of defined bicycle lanes, a lack of landscaping and a high stress environment. Wider sidewalks, a complete lack of sidewalks and utility pole conflicts at sidewalks were also emphasized as needed issues to be addressed.

6. CORRIDOR AND SYSTEM COORDINATION

The Arden Way Phase 2 Project site is located within the West Arden Arcade Environmental Justice Community and was analyzed during the Re-Envision West Arden Arcade project.

7. ALTERNATIVES

7A. Viable Alternatives

Several design alternatives were developed and evaluated through public workshops, business owner surveys, and stakeholder meetings. Key features under consideration included bikeway configurations, median design, sidewalk separation methods, and transit stop treatments. Through feedback from the public (AWCSMP) and the Disability Advisory Commission, the County selected a preferred alternative featuring buffered bike lanes with trapezoidal delineators, improved pedestrian zones, and transit stop upgrades.

The preferred alternative was presented publicly during a virtual open house on December 6, 2022, and was generally supported by attendees.

This alternative was selected due to its strong alignment with community goals related to multimodal safety, equity, ADA accessibility, and placemaking.

Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
1	Shoulder Width and Bikeway Separation (HDM 1003.1)	High	Project includes innovative sidewalk-level Class IV bikeway with trapezoidal delineators, supported by stakeholder and DAC input, and prioritizes ADA safety and visibility.

7B. Rejected Alternatives

Alternative designs without physical bikeway separation or median landscaping were considered but rejected due to safety concerns and lack of support from stakeholders, including the Disability Advisory Commission and business community. The project also dismissed options that failed to meet ADA guidelines or lacked meaningful improvements to existing transit stops and pedestrian infrastructure.

8. RIGHT-OF-WAY

The project limits are largely within the existing County right of way. Acquisition of various easements on properties fronting Arden Way will be required by the County to construct the project. Discussions with utilities within the project limits in connection with the future utility undergrounding are taking place with the

anticipation that Public Utility Easements will be required. This will be further developed as the design progresses.

9. STAKEHOLDER INVOLVEMENT

During the summer and fall of 2020, County staff initiated public outreach for the Arden Way Complete Streets Master Plan (AWCSMP) through workshops, surveys, and direct stakeholder engagement. In total, the County has hosted five public sessions, twelve stakeholder interviews (listening sessions), and two Community Advisory Committee meetings.

The first Community Workshop was held virtually on May 25, 2021, providing an overview of project extents, goals, existing conditions, and proposed alternatives. Approximately 55 participants attended. Following that, a Business Owner Survey was open for seven weeks in June–July 2021 and received 24 unique responses, capturing feedback on current issues and alternative preferences. A virtual public open house was held on December 6, 2022, focused on the final preferred alternative. Around 25 participants attended and expressed support for bikeways, medians, enhanced transit stops, and landscaping.

Throughout 2022, the County also met three times with the Sacramento County Disability Advisory Commission (DAC). DAC representatives played an active role in providing design recommendations to improve accessibility and safety for all users.

Public engagement was inclusive and spanned a diverse range of stakeholders, including residents, business and property owners, and representatives of community-based organizations such as:

- Arden Community Council
- Breathe California Sacramento Region
- California Council of the Blind
- Encina Preparatory High School
- La Familia Counseling Center
- Sacramento Area Bicycle Advocates
- Fulton Avenue Association
- United Cerebral Palsy Sacramento
- Sacramento County Bicycle Advisory Committee
- Sacramento County Office of Economic Development

This broad outreach helped shape the vision and priorities for a multimodal, inclusive corridor that emphasizes safety, access, and community identity.

10. ENVIRONMENTAL COMPLIANCE

The initial study concluded that the project would result in less than significant

impacts to most environmental topics and includes mitigation measures related to construction emissions, state and federal permitting, potential impacts to Chicken Ranch and Strong Ranch Slough, migratory bird and nesting bird habitat, non-native tree canopy removal and testing and handling of aerially deposited lead as provided in the Mitigation Monitoring and Reporting Program.

As a result, the project has received a Mitigated Negative Declaration status (Control No PLER2022-00134), in May 2024.

11. FUNDING

Funding

It has been determined that this project is eligible for Federal-aid funding. There is Federal RSTP, STIP-RIP and local Measure A funding in place. Funding being requested is \$6,056,000 in Federal (STIP) funds.

Programming

It has been determined that this project is eligible for Federal-aid funding.

Fund Source								
	Prior	23/24	24/25	25/26	26/27	27/28	Future	Total
Component/								
PA&ED Support								
PS&E Support	\$625							\$625
Right-of-Way Support								
Construction Support								
Right-of-Way		\$1,215						\$1,215
Construction						\$10,119		\$10,119
Total	\$625	\$1,215				\$10,119		\$11,959

The support cost ratio is 15.4%.

12. DELIVERY SCHEDULE

Project Milestone			Completed	Planned
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			10/01/19	
Circulate Draft Environmental Document	Document Type	MND/CE	06/17/24	
Draft Project Report			06/17/24	
End Environmental Phase (PA&ED Milestone)			06/17/24	
Begin Design (PS&E) Phase			06/18/24	
End Design Phase (Ready to List for Advertisement Milestone)				11/30/26
Begin Right of Way Phase			06/18/24	
End Right of Way Phase (Right of Way Certification Milestone)				04/28/27
Begin Construction Phase (Contract Award Milestone)				05/01/27
End Construction Phase (Construction Contract Acceptance Milestone)				10/31/28
Begin Closeout Phase				11/01/28
End Closeout Phase (Closeout Report)				12/31/30

Construction is anticipated to take place summer 2027 to fall 2028.

13. RISKS

The primary risk for delivering this project on time is associated with right-of-way acquisition and utility relocation - specifically utility undergrounding. To help mitigate these risks, early and frequent communication and coordination with these key utility stakeholders, as well as property owners is ongoing and continues to be a necessity.

Additionally, community feedback helped to identify and mitigate potential risks related to pedestrian accessibility and bikeway separation, reducing the likelihood of late-stage design changes.

14. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

Regional Water Quality Control Board (RWQCB) – Clean Water Act Section 401

A Section 401 Water Quality Certification is required.

Status: Application is in process as of April 1, 2025.

Details: Required due to project impacts on waters of the U.S. from stormwater runoff and minor disturbance to Chicken Ranch and Strong Ranch Slough.

U.S. Army Corps of Engineers – Clean Water Act Section 404

A Section 404 Nationwide Permit (likely NWP 14 for linear projects) is expected. Pre-application coordination meeting held in March 2025; formal request anticipated by Summer 2025.

California Department of Fish and Wildlife (CDFW) – Section 1602

Project triggers Lake and Streambed Alteration Agreement (LSAA) requirements due to planned culvert replacements and vegetation clearing near drainages.

15. PROJECT PERSONNEL

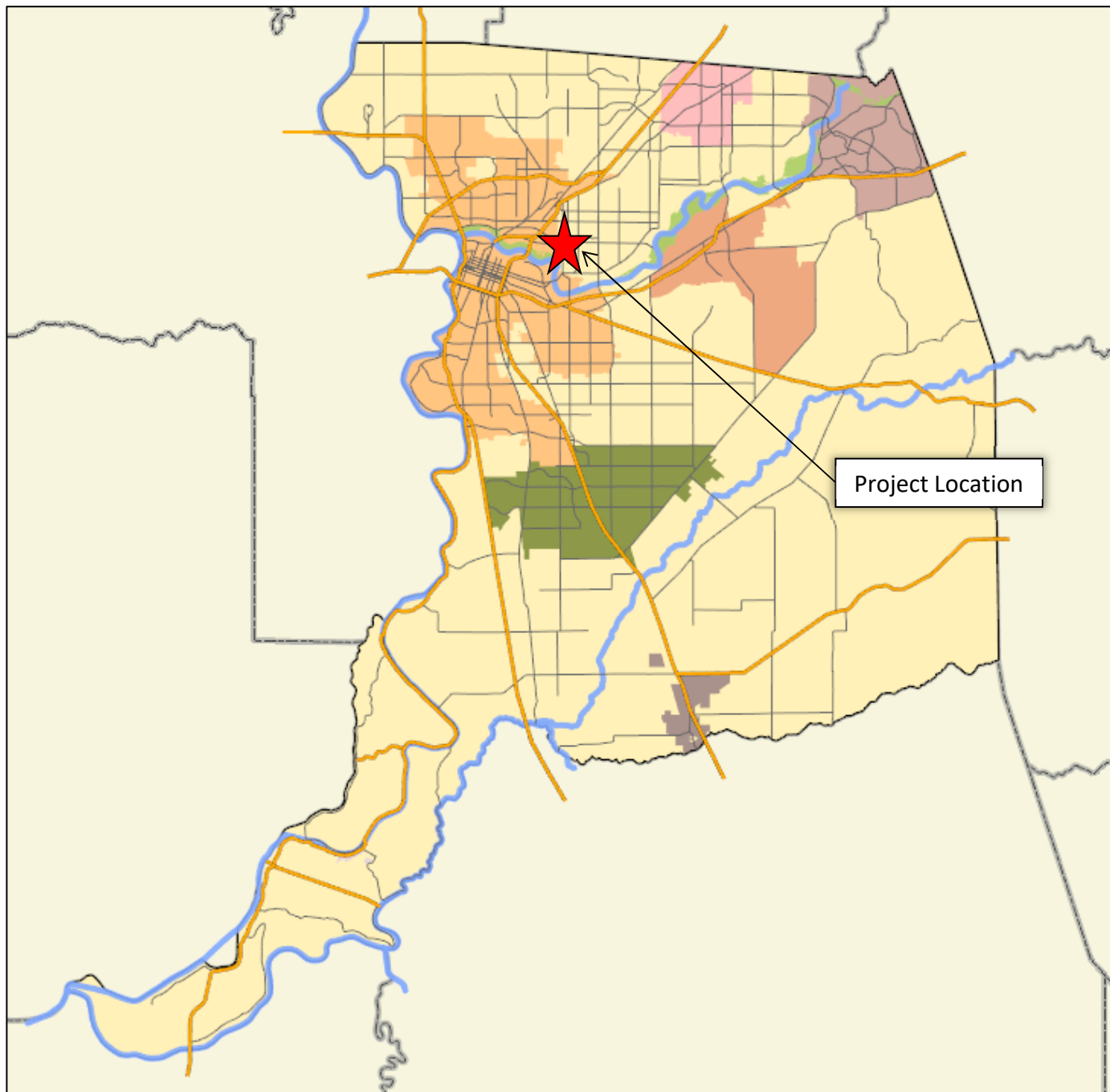
Dane Coyle, Associate Engineer	Phone # (916) 875-2921
Keith Gotwalt, Senior Engineer	Phone # (916) 874-2818
Melissa Jones, Principal Engineer	Phone # (916) 874-4243

16. ATTACHMENTS

- A. Location map (1)
- B. Project Performance Assessment Report (March 2025) (17)
- C. Project Preliminary Striping Plan and Typical Sections (2)
- D. Initial Study/Mitigated Negative Declaration (113)

Arden Way Complete Streets, Phase 2 – Heskett Way to Morse Avenue
Sacramento County Department of Transportation
July 2025

**ATTACHMENT A
LOCATION MAP**



NOT TO SCALE

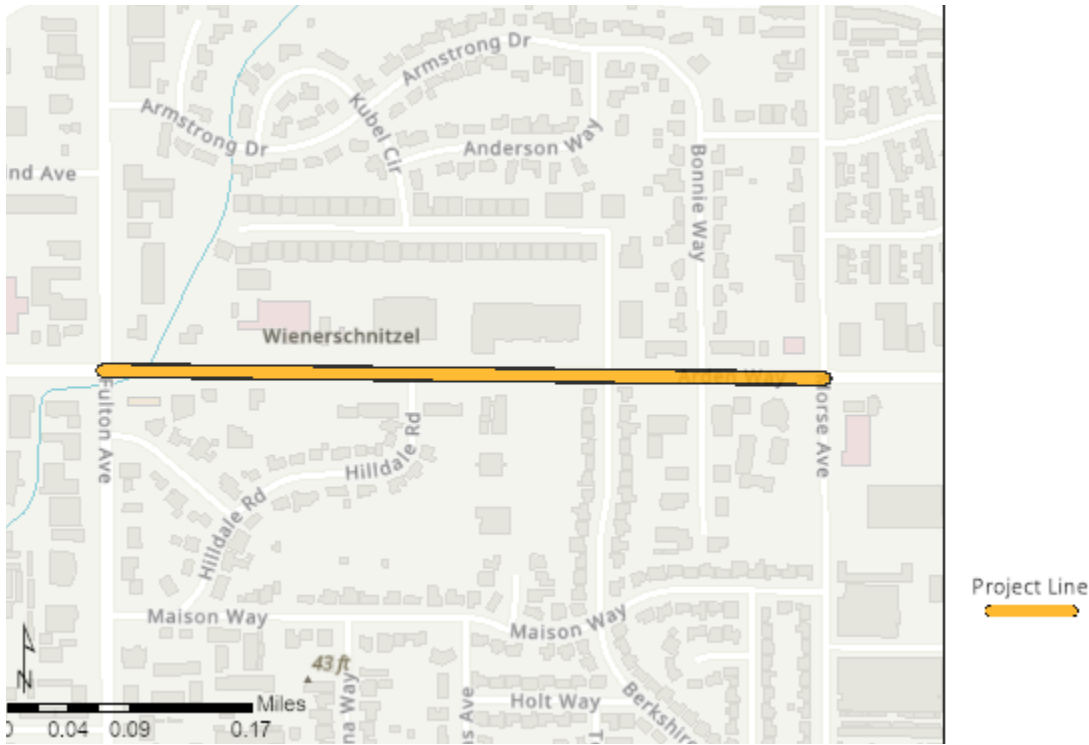
Location Map

Arden Way Complete Streets
Improvement Project - Phase 2

Arden Way Complete Streets, Phase 2 – Heskett Way to Morse Avenue
Sacramento County Department of Transportation
July 2025

ATTACHMENT B
PROJECT PERFORMANCE ASSESSMENT REPORT – MARCH 2025

Project Performance Assessment Report: Arden Way Complete Streets, Phase 2



Project Summary

Project name	Arden Way Complete Streets, Phase 2
Jurisdiction	Sacramento County
Project type	Non-Freeway Investment
Project AADT	24588
Project Pavement Condition Index (PCI)	53
Posted Speed Limit	35
Project Length (Centerline Miles)	.50
Project Community Type	Arterials & Suburban Corridors
Project UID	3ef59251-ddb9-43f5-829f-cae4502e899d

Report Generated:
Friday, March 28, 2025 11:43 AM

Using This Report

What this report does

This report provides the most recently available observed data and, where observed data are not available, uses base-year modeled data. It aims to provide rich, quantitative contextual information about each project to aid reviewers in deciding which projects most align with program goals.

For example, if a sponsor states that a project's goal is to reduce congestion, the report provides data on how congested the project corridor is under current conditions along with expected job and housing growth in the corridor. Such data, along with any supplemental application narrative provided by the sponsor, are provided to help reviewers decide if the project has potential to be an effective congestion reduction tool.

What this report does NOT do

This report does not in any way model the effects that the proposed project would have if it were built. Any future-year data shown is based on SACOG's travel demand model and MTP-SCS land use forecast and does not necessarily factor in the effects of the proposed project.

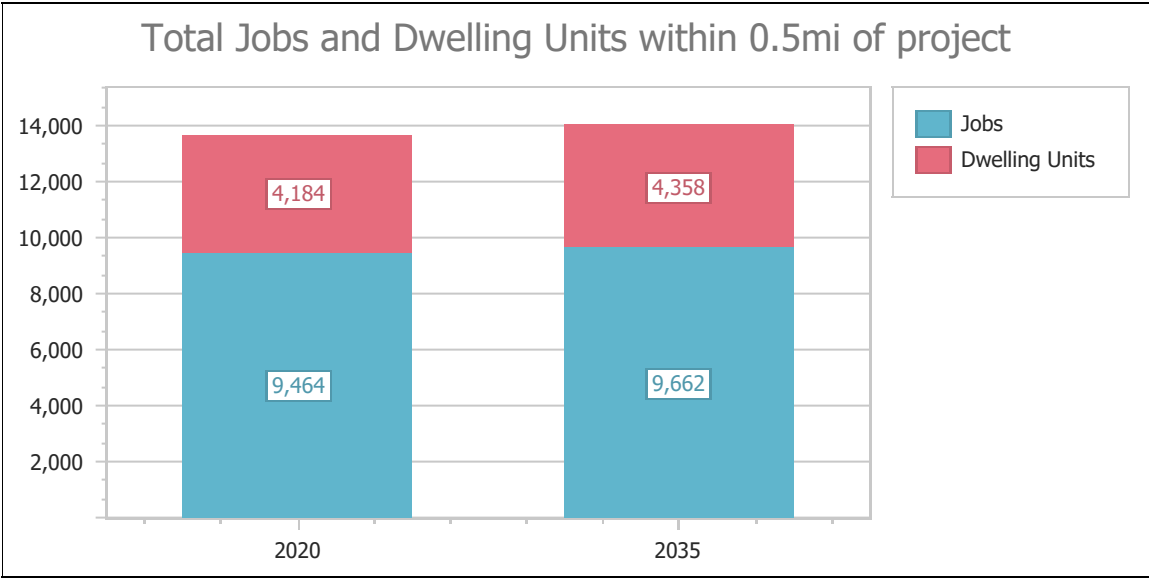
Future-year data are included to show how well the project aligns with the MTP's vision of the project area, but not to show the effects that the project itself will have. For example, the future-year population and job growth around a road capacity project answers the question "how many people is this road expected to serve in the future?", not "how much growth will this road project cause?".

Similarly, for performance outcomes like safety or congestion reduction, the report tells the reviewer if there currently is a problem with congestion or safety (e.g., high collision rate), but it does not say whether the proposed project will improve the issue, e.g., it won't say whether widening a congested segment will reduce its congestion, nor will it say whether a proposed safety project will address the root cause of the safety issue.

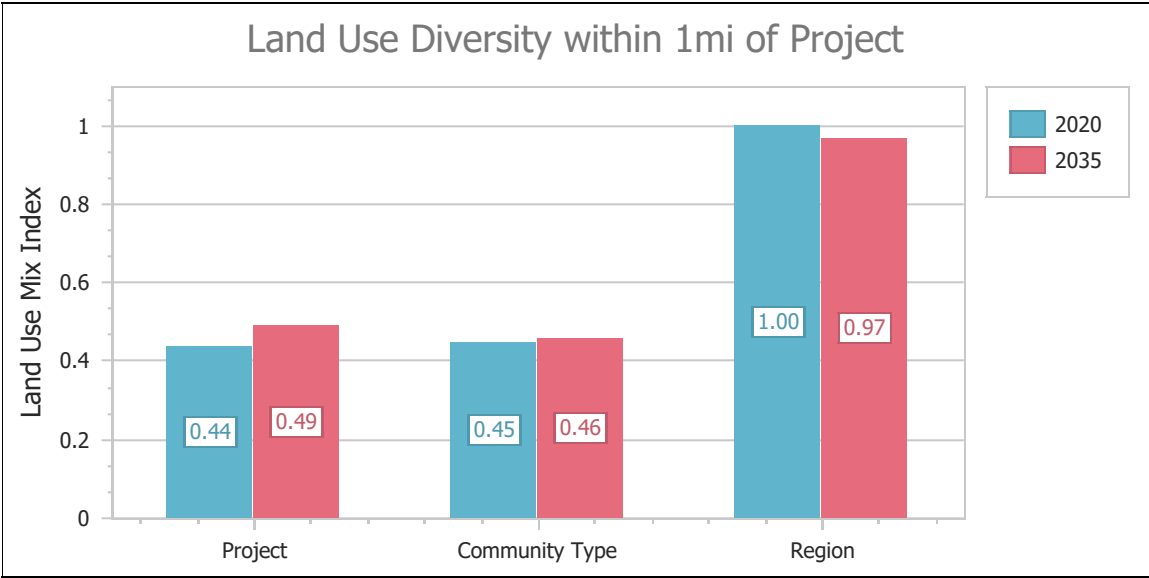
Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Multimodal/Transportation Choice (Reduce VMT)

VMT Indicator 1: Total change in jobs and dwelling units within 0.5mi of project:



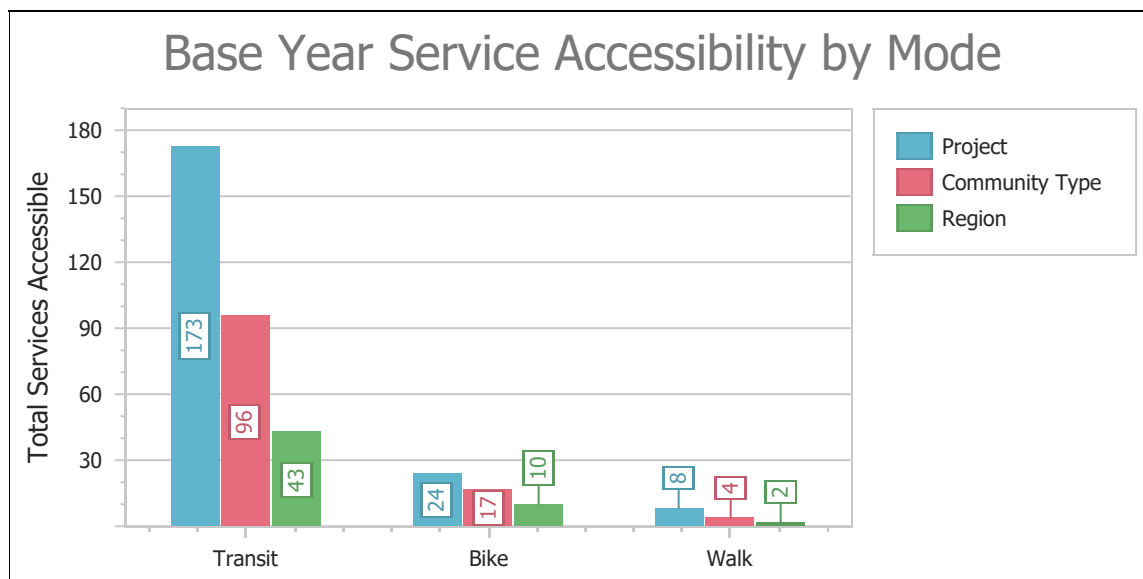
VMT Indicator 2: Land use diversity index*



*The land use diversity index ranges from 0 to 1 and measures an area’s ratio of households to K-12 student enrollment, park acreage, and employment in the retail, service, and food sectors. A score of 1 indicates an “ideal” ratio of households to amenities that people use on a daily basis like shopping, restaurants, schools, etc. that in turn increases the likelihood that people living in those households will either walk or bike to these destinations, or drive a shorter distance.

Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

VMT Indicator 3: Access to services*:



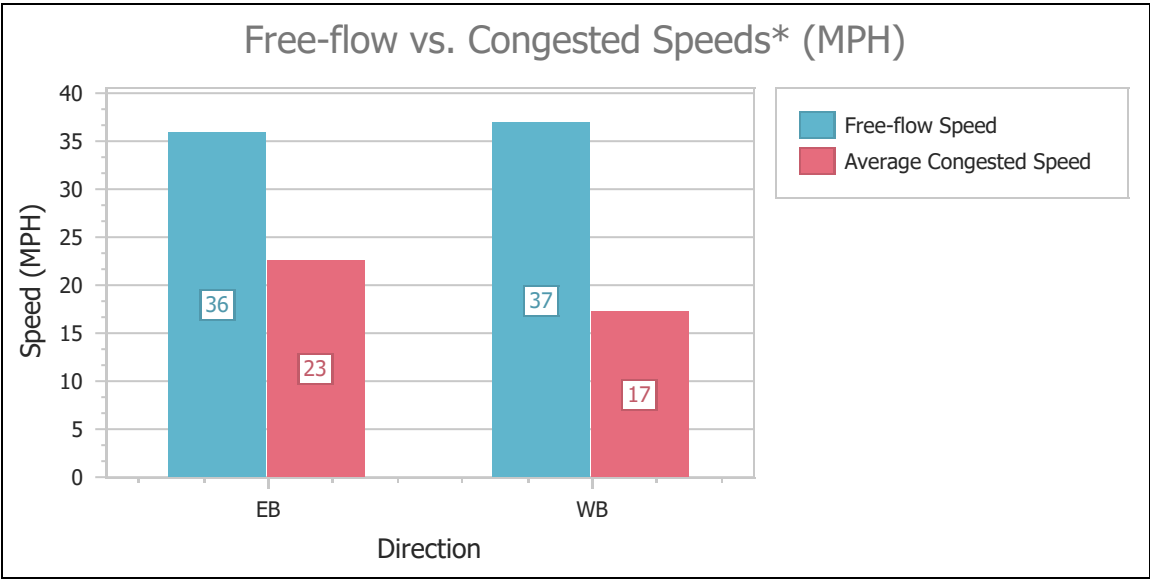
*"Services" include parks, K-12 schools, higher education facilities, libraries, hospitals, other medical service facilities, grocery stores, pharmacies, clothing stores, and banks.

Similar to the land use diversity index, if a project has more of these types of services within a feasible biking, walking, or transit trip, then people who live or work near the project segment will on average generate less VMT in order to access these services.

And in contrast to the diversity index, which shows services as a ratio of households to services, this indicator gives a better sense of the total amount of services available.

Multimodal/Transportation Choice (Reduce Congestion)

Congestion indicator 1: Traffic congestion severity on project segment



If your project is a one-way street but you see two directions of speed data, please refer to Appendix 1 (FAQs) in the PPA tool documentation.

Congestion Ratio	EB	WB
Congested Speed / Freeflow Speed	0.63	0.47

Project ADT: 24,588

For arterials, the free-flow speed is the 60th percentile speed from 8pm-6am. It is supposed to approximate uncongested travel speed while excluding signal delay (i.e., delay not caused by demand exceeding supply).

Congested speed is the average speed during the slowest four hours of a typical weekday and for most project segments is during the AM and PM peak periods.

NOTE: If only zeroes appear for congestion and reliability charts, it means no data were available for the project segment.

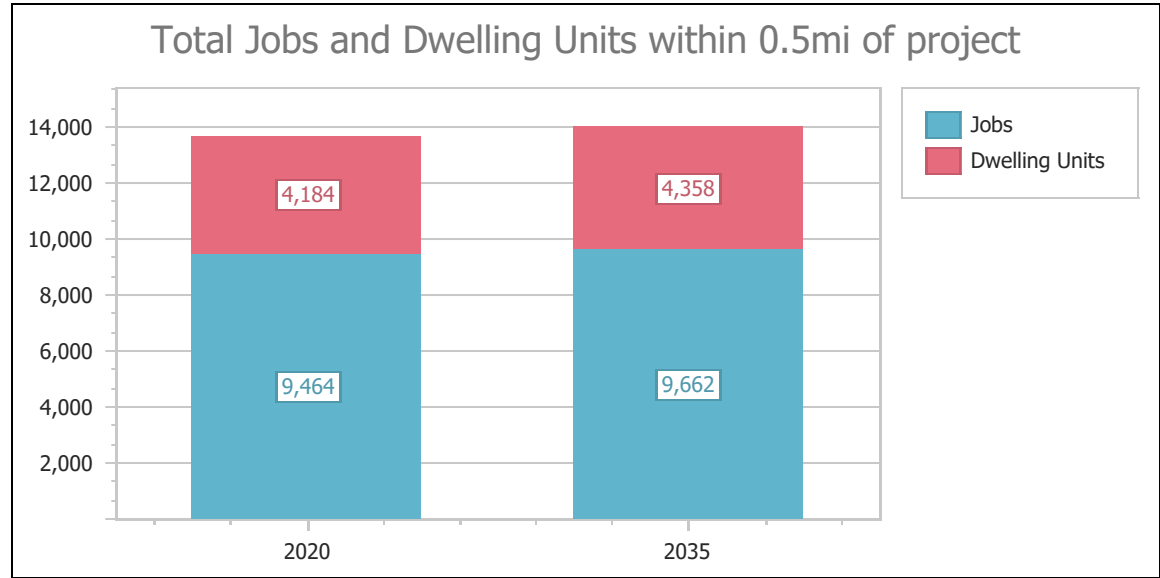
Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Congestion indicator 2: Travel time reliability* on project segment



*Travel time reliability (TTR) = 80th percentile travel time / 50th percentile travel time. Per 2017 MAP-21 performance criteria, a TTR score greater than 1.5 is considered "unreliable" for the indicated time period. A TTR of 1.00 corresponds to perfect reliability (i.e., it always takes the same amount of time to travel the project segment).

Congestion indicator 3: Total change in jobs plus dwelling units within 0.5mi of project :



NOTE: If only zeroes appear for congestion and reliability charts, it means no data were available for the project segment.

Project name: Arden Way Complete Streets, Phase 2

Project community type: Arterials & Suburban Corridors

Multimodal/Transportation Choice (Encourage Multimodal Travel)

Multi-modal indicator 1: Street connectivity (total 3- and 4-way intersections per acre):

Intersections per acre

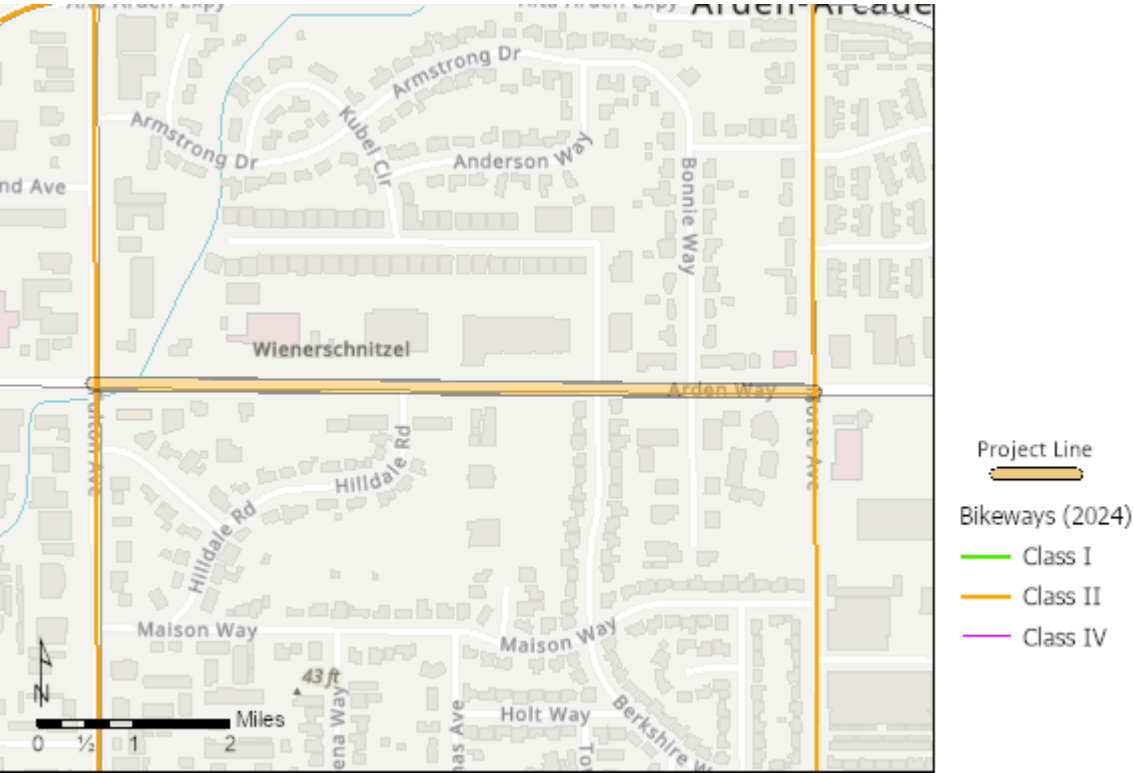
Within 0.25mi of project	Within community type	Within region
0.15	0.12	0.02

Multi-modal indicator 2: Percent of total network centerline miles that are either off-street bike paths or streets with bike lanes:

Bike lanes and paths as share of total road miles

Within 0.25mi of project	Within community type	Within region
17%	28%	12%

Project Area Bikeway Map



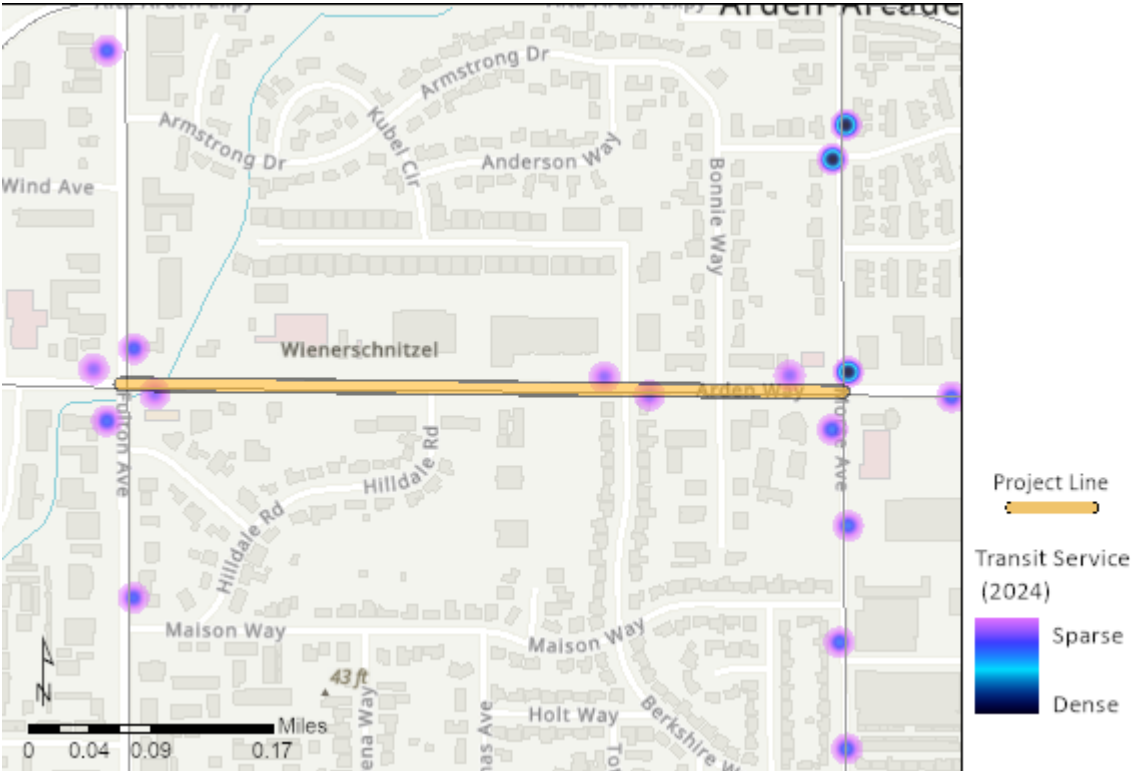
Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Multi-modal indicator 3: Transit activity:

Transit vehicle stops per acre

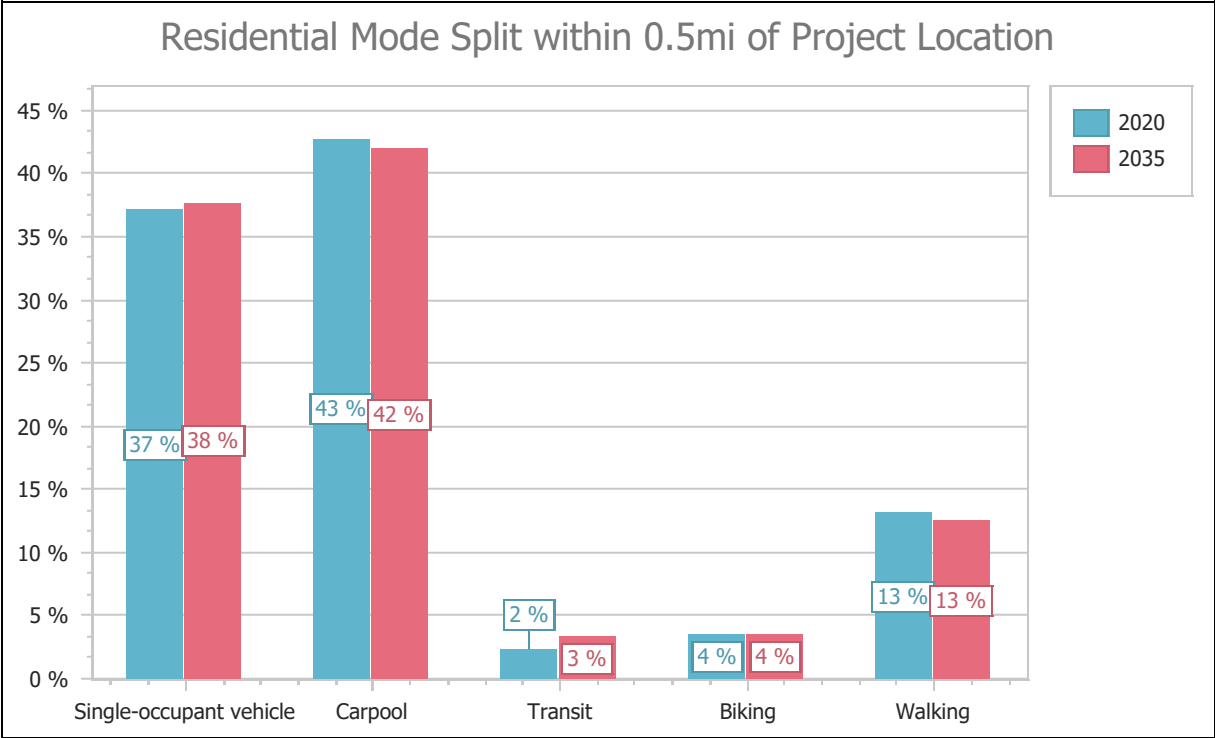
Within 0.25mi of project	Within community type	Within region
2.46	0.99	0.03

Project Area Transit Service Map



Multi-modal indicator 4: Residential Mode Split:

NOTE - The future-year mode split shown below is based on modeled values estimated for SACOG's latest regional plan. As with all other future-year values in this report, they do NOT factor in the potential effects of the project for which this report was generated.



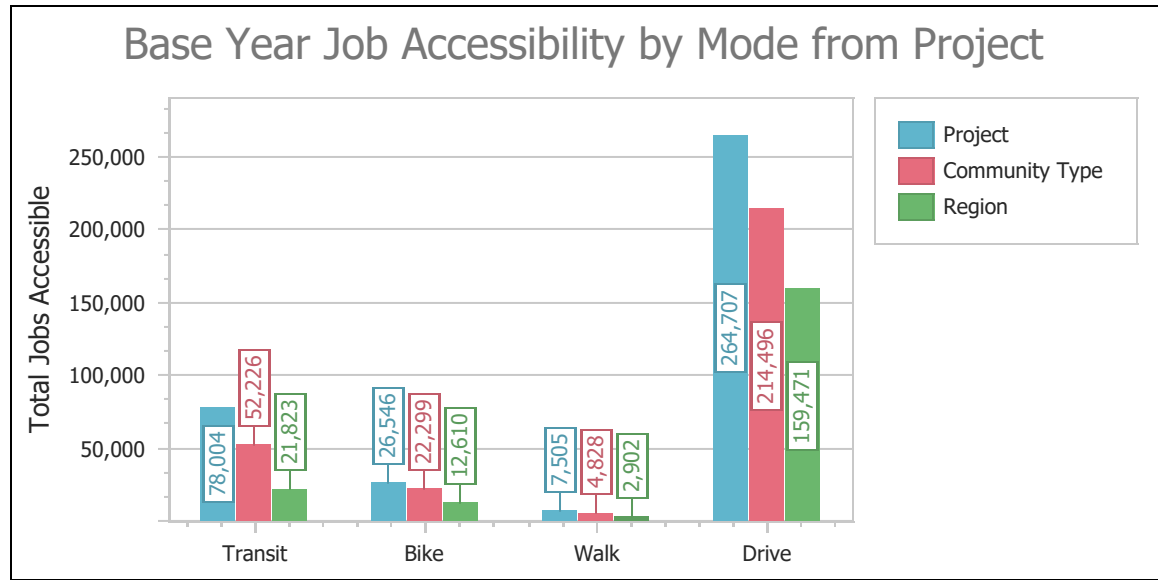
Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Freight Movement (Economic Prosperity)

The Promote Economic Prosperity performance outcome includes three suboutcomes: job access, school access, and supporting the agricultural economy. Each of these suboutcomes has its own set of performance indicators. In your application you can choose which of these suboutcomes you want to be evaluated on. You can choose to be evaluated on one, two, or all three .

Sub outcome: Increase Job Access

Economic Prosperity Indicator 1: Access to jobs in all sectors by mode



Economic Prosperity Indicator 2: Total new jobs added within 0.5mi of project area by 2040

198

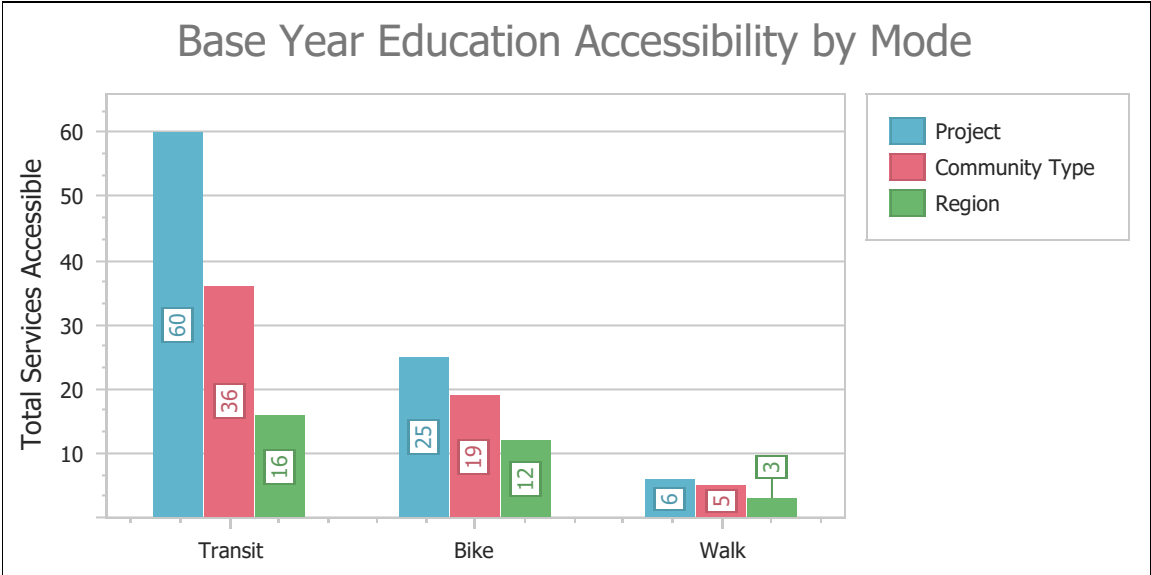
Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Sub outcome: Increase School Access

Economic Prosperity Indicator 3: K-12 Enrollment within 0.5mi of project location:

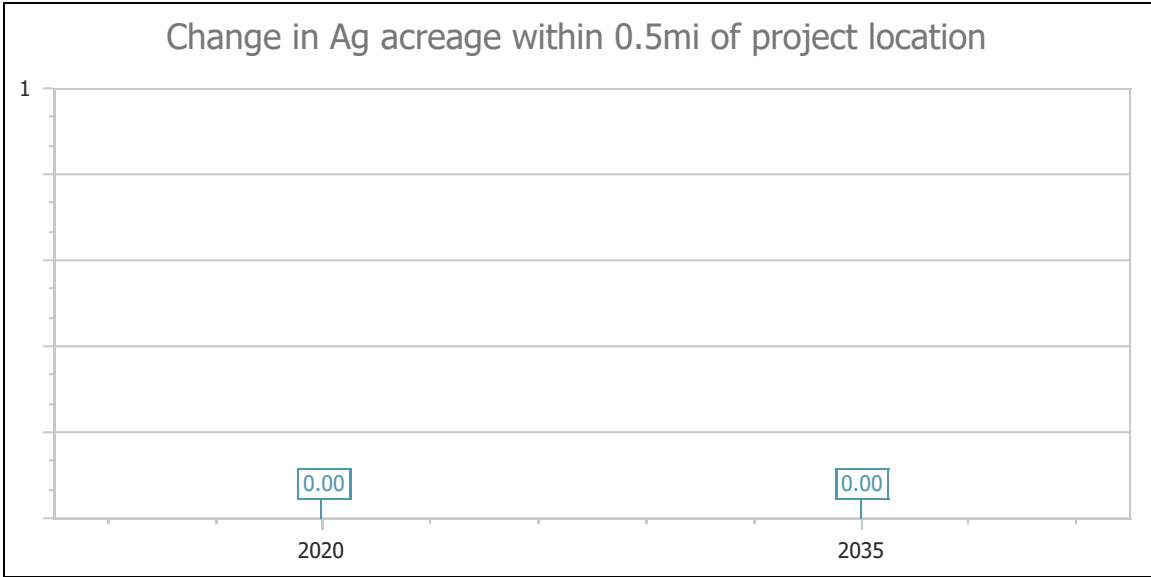
333

Economic Prosperity Indicator 4: Education Facility (K12 schools and higher education) Access



Sub outcome: Support Ag Economy

Economic Prosperity Indicator 5: Change in Ag acreage share within 0.5mi of project location



Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

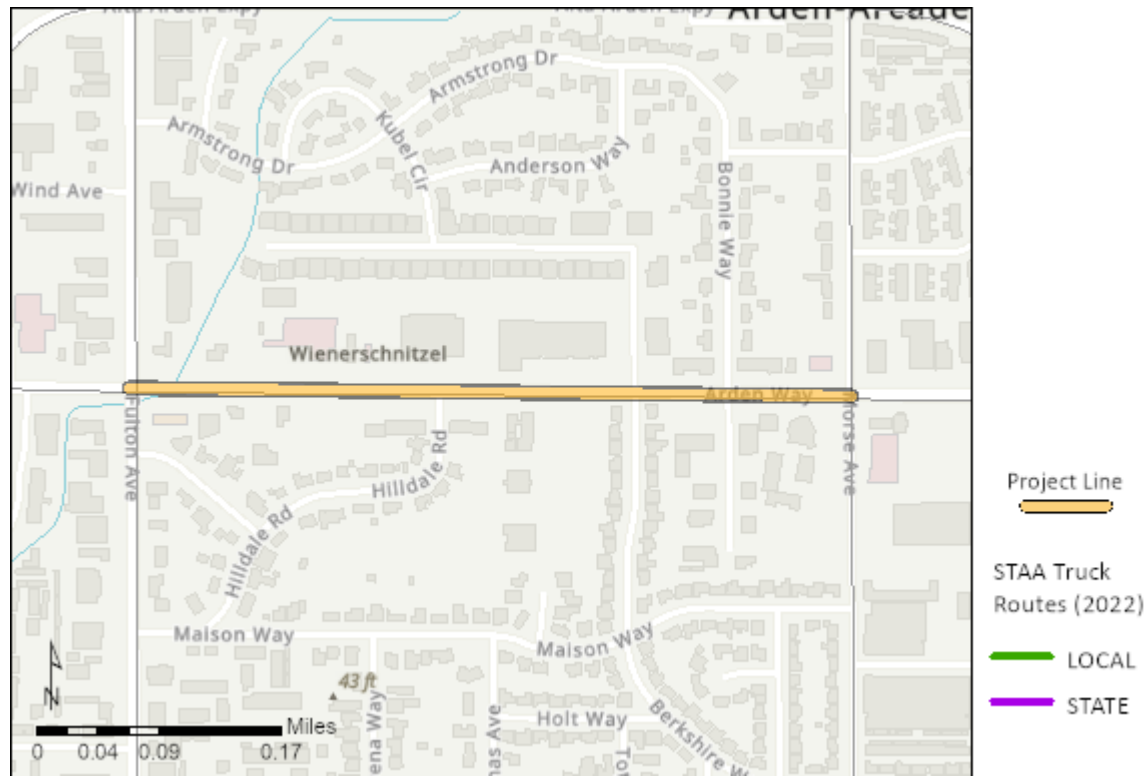
Freight Movement (Freight Mobility)

Freight Performance Indicator 1: Percent of project that is on federally-recognized STAA truck route*:

0%

*STAA = Surface Transportation Assistance Act. Under this act, designated STAA truck routes must meet federal design guidelines to safely accommodate large trucks.

Map of project against STAA network



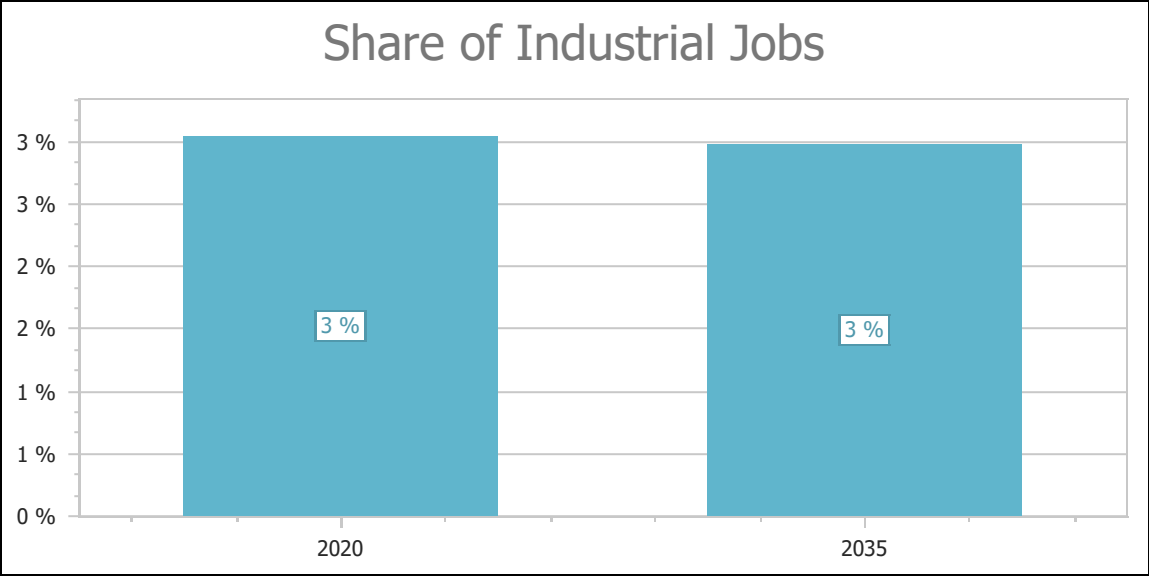
Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Freight Performance Indicator 2: Share of jobs within industrial sectors

Share of jobs in industrial sectors

Within 0.25mi of project	Within community type	Within region
3.0%	12.6%	16.1%

Freight Performance Indicator 2: Share of jobs within industrial sectors



Project name: Arden Way Complete Streets, Phase 2

Project community type: Arterials & Suburban Corridors

Safety or Security

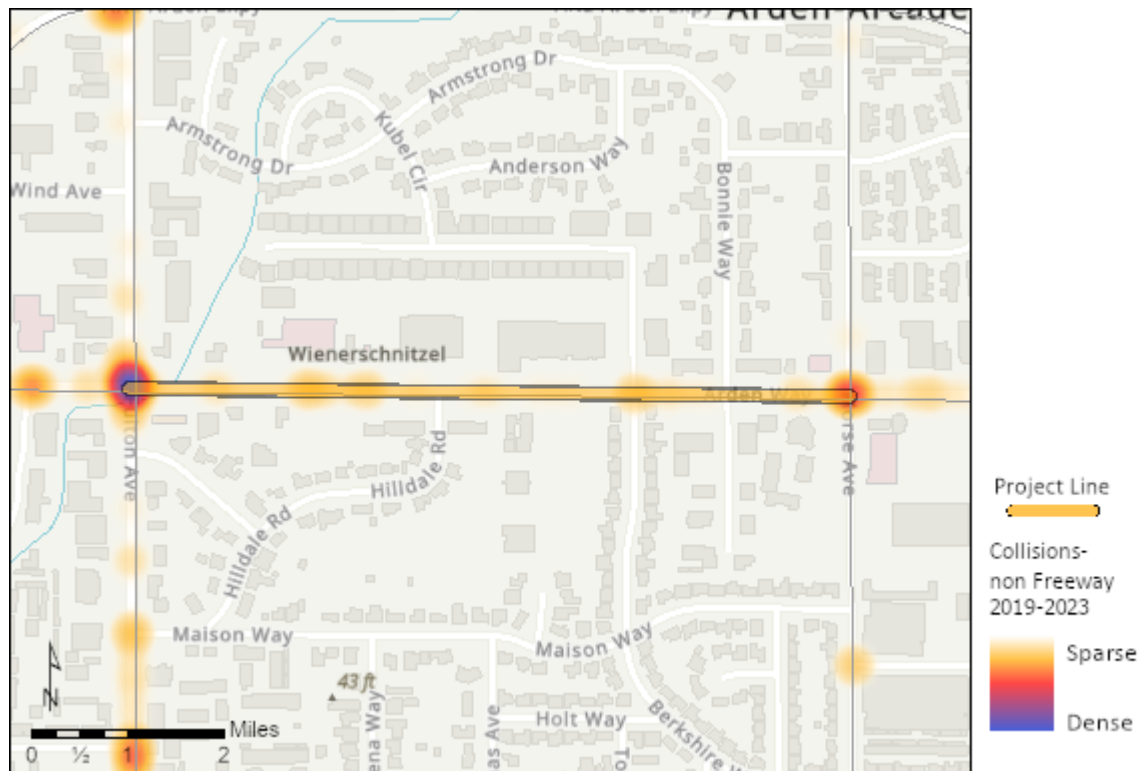
Note: Collision data only include collisions involving an injury or fatality and are from UC Berkeley's Transportation Injury Mapping System (TIMS)

All grade-separated freeways within the SACOG region are designated STAA truck routes

Safety Indicator 1: Total collisions (2014-2018)

51

Collision heat map of corridor



Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

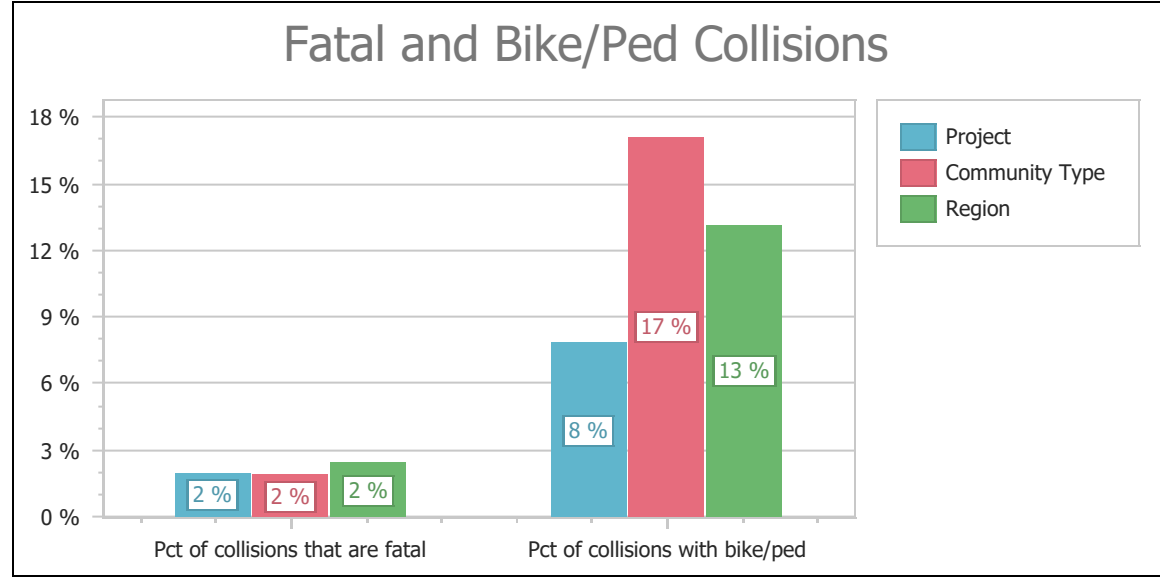
Safety Indicator 2: Fatal and Bike/Ped Collisions

Collisions per 100M VMT

On project segment*	Within community type	Within region
257.0	140.4	95.4

*The on-project collision rate will be -1.0 if the user did not provide an average daily traffic value.

Safety Indicator 2: Fatal and Bike/Ped Collisions



Safety Indicator 4: Bike + Ped Collisions per Project Centerline Mile

Project	Community Type	Region
7.9	4.7	1.3

Project name: Arden Way Complete Streets, Phase 2
Project community type: Arterials & Suburban Corridors

Maintain State of Good Repair

State of good repair indicator 1: PCI

53

State of good repair indicator 2: AADT

24,588

State of good repair indicator 3: Complete Streets Index

7.01

The complete streets index (CSI) is a 0-100 score based on the densities of students, transit service, jobs, and dwelling units within a half mile of the project location and the project location’s posted speed limit. A higher CSI means the street is more likely to support many users of all modes (bike, walk, transit, drive) and thus derive greater benefit from complete streets treatments that make the project location better serve all types of road users. As posted speed limit increases beyond 40mph, the CSI will fall with all else being equal since fast vehicle speeds are less conducive to the street serving all users.

The table below lists the average CSI score for each PPA community type. If a project's CSI is -1, it could mean that the project type selected is not eligible to be evaluated based on complete streets potential (e.g. freeway projects are not eligible for complete streets evaluation), or that a speed limit was not provided.

Community Type	Average CSI
Ag	0.08
Arterials & Suburban Corridors	4.17
Developing	0.49
Established Communities	2.44
Rural & Small Town Main Street	3.28
Rural Residential	0.12
Small-Town Established Communities	1.94
Urban core	41.42
Maximum Possible CSI	100
CSI = Complete Street Index (0-100 score)	

Project name: Arden Way Complete Streets, Phase 2

Project community type: Arterials & Suburban Corridors

Benefits to the Transportation Network and Impacted Communities

Equity Indicator 1: Population within 0.5mi of project living in designated Environmental Justice (EJ) community

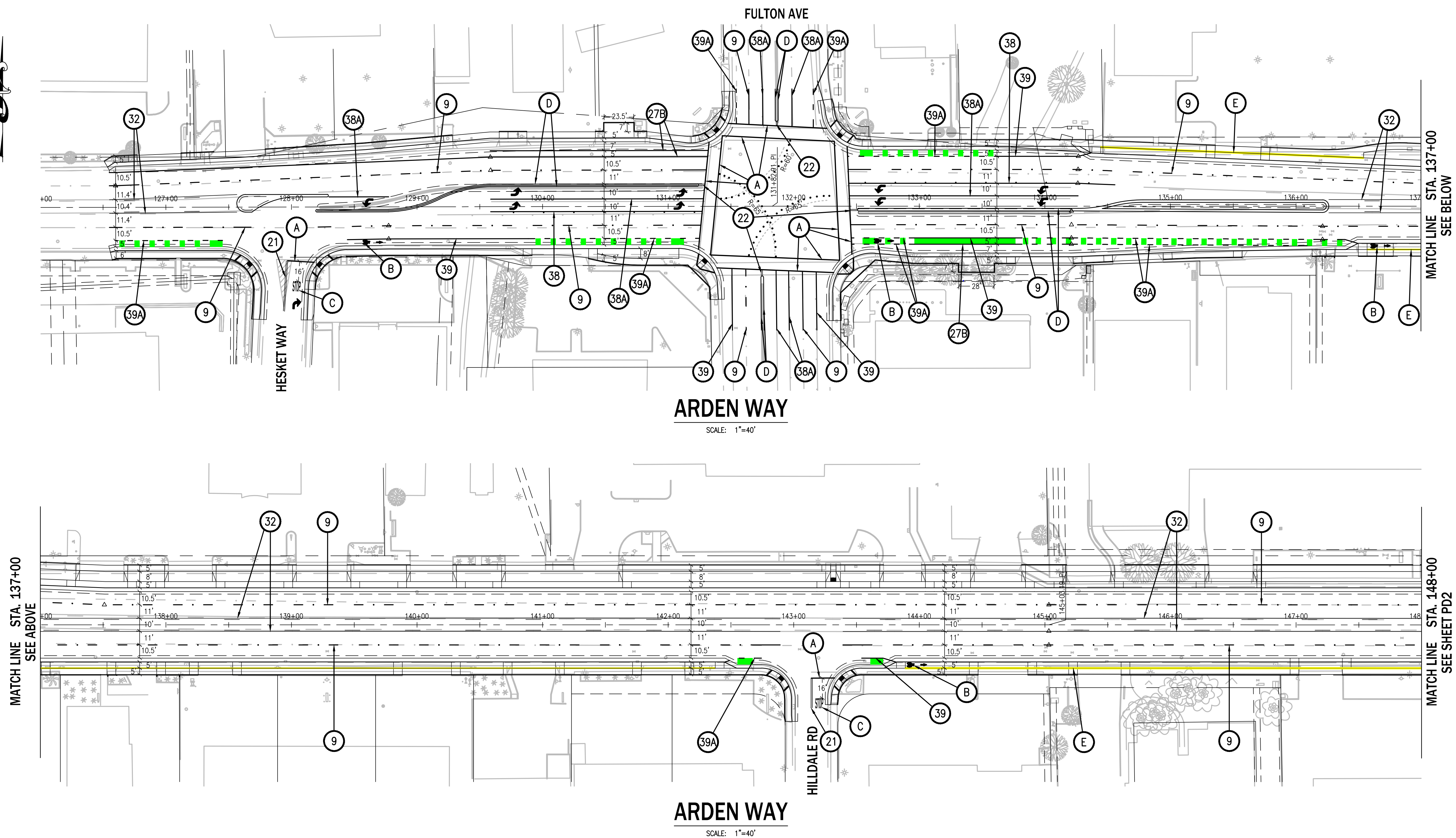
4,839

Equity Indicator 2: Share of population living in EJ community

Within 0.5mi of project location	Within community type	Within region
44%	47%	25%

Arden Way Complete Streets, Phase 2 – Heskett Way to Morse Avenue
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ATTACHMENT C
PROJECT PRELIMINARY STRIPING PLANS

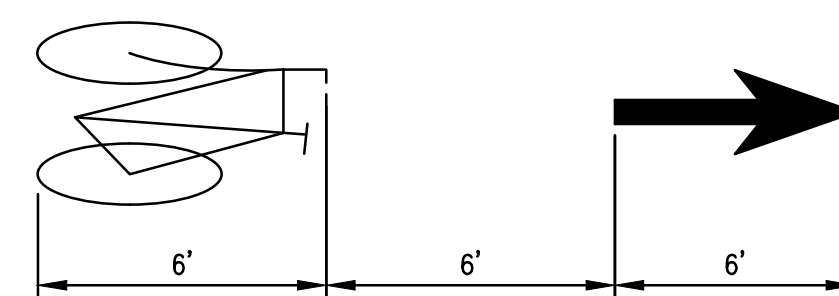


GENERAL STRIPING & PAVEMENT MARKING NOTES (ALL PD SHEETS):

1. ALL CROSSWALKS SHALL BE 10 FEET IN WIDTH (MEASURED CENTER OF CROSSWALK LINE TO CENTER OF CROSSWALK LINE)
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE FROM THE CENTER OF STRIPES.
3. NEW STRIPES SHALL MATCH EXISTING STRIPE PATTERN AT LIMIT OF WORK (CONFORM TO EXISTING).
4. PLACE COLORED BIKE PATH STRIPING AT ALL DRIVEWAY AND STREET CROSSINGS AS SHOWN.

LEGEND

#	DENOTES DETAIL NUMBER PER LATEST STATE STANDARD PLANS.
A	12" WIDE WHITE CROSSWALK OR LIMIT LINE PER STATE STANDARD PLAN A24E.
B	BIKE LANE LEGEND, SEE DETAIL IN THIS DRAWING (TP).
C	"STOP" LEGEND PER STATE STANDARD PLAN A24D. DISTANCE FROM LIMIT LINE TO "STOP" LEGEND SHALL BE 16'.
D	DENOTES TYPE "H" MARKER, PER SACRAMENTO COUNTY STANDARD DWG 4-77.
E	DENOTES TRAPEZOIDAL DELINEATOR.



BIKE LANE LEGEND DETAIL

FOR BIKE SYMBOL, SEE STATE STD. PLAN A24C.
FOR PAVEMENT ARROW, SEE STATE STD. PLAN A24A.
LENGTH OF ARROW TO BE 6' AS SHOWN ABOVE.
NO SCALE

**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

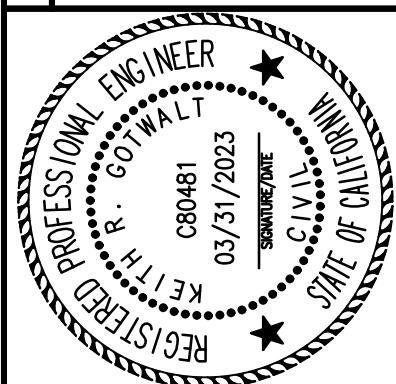
STRIPING PLAN APPROVED BY:

STEPHEN V. WHITE, CHIEF
DEPARTMENT OF TRANSPORTATION



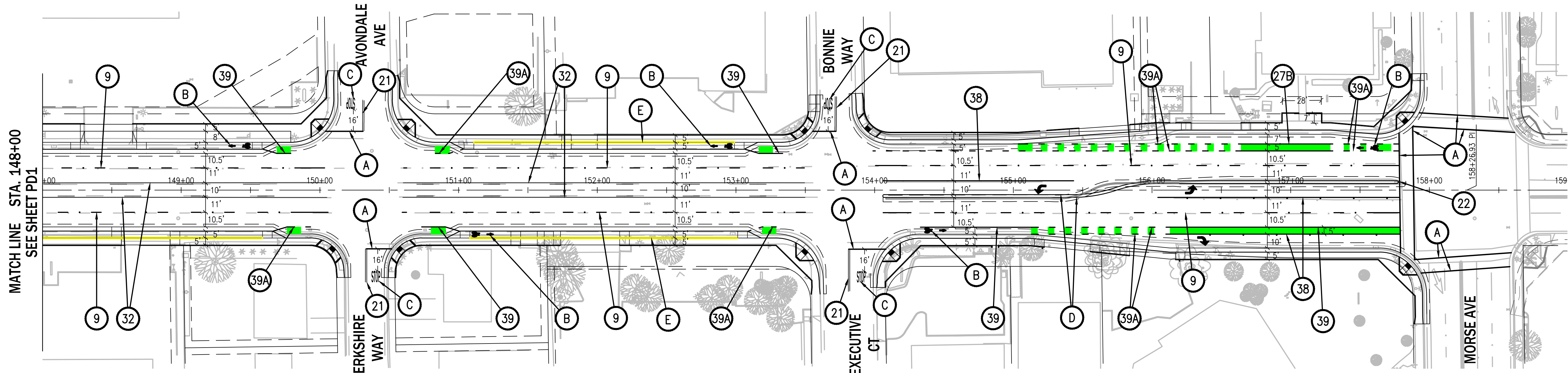
**COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION**

PAVEMENT DELINEATION
GARDEN WAY COMPLETE STREETS (PHASE 2)
FULTON AVE TO MORSE AVE

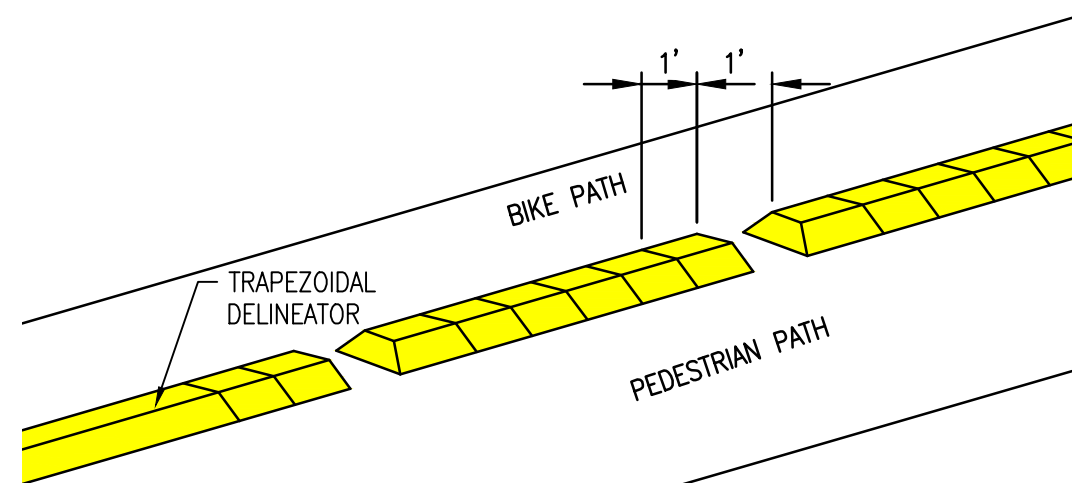
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PREPARED BY		DATE	
SURVEY:	A310	11/2021	
DRAWN:	PZL	XX	
DESIGN:	EWV	XX	
CHECK:	KRG	XX	
SCALE			
HORIZONTAL:		1" = 40'	
VERTICAL:		N/A	
DRAWING			
PD1		OF PD2	
SHEET			
13		OF 41	

P:\SHARED FOLDERS\PROJECTS\ARDEN WAY COMPLETE STREETS PHASE 2\AUTOCAD\PLAN SHEETS\CAD FILES\05-ARDEN WAY PHASE 2\PD.DWG: Last Saved: 3/6/2025 4:11 PM Leapa

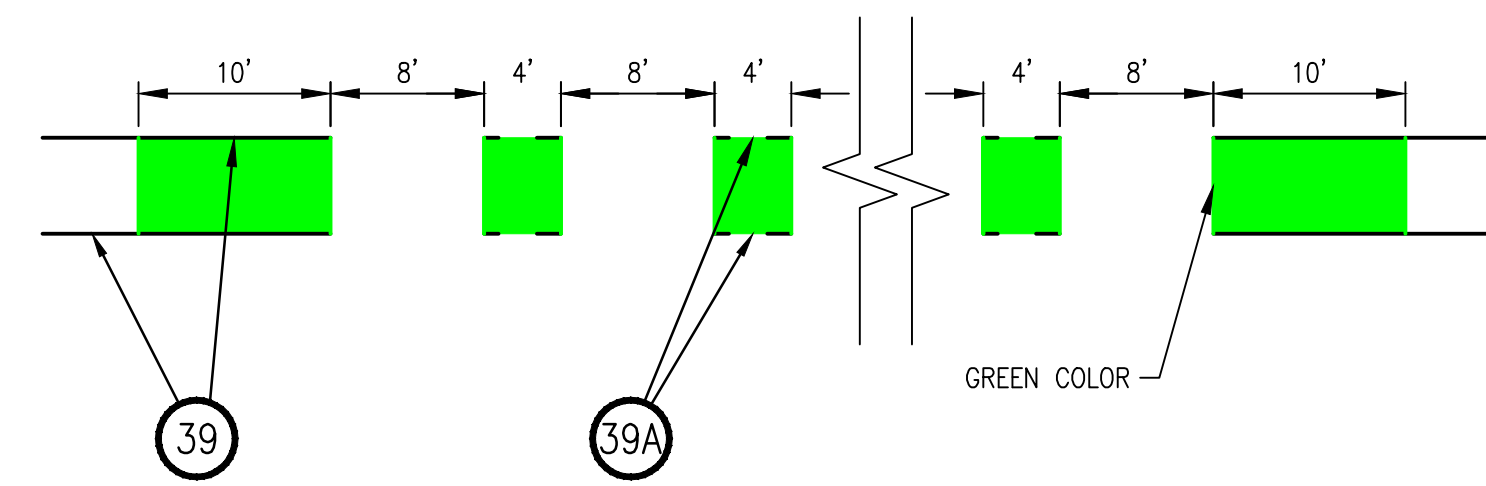


ARDEN WAY
SCALE: 1"=40'

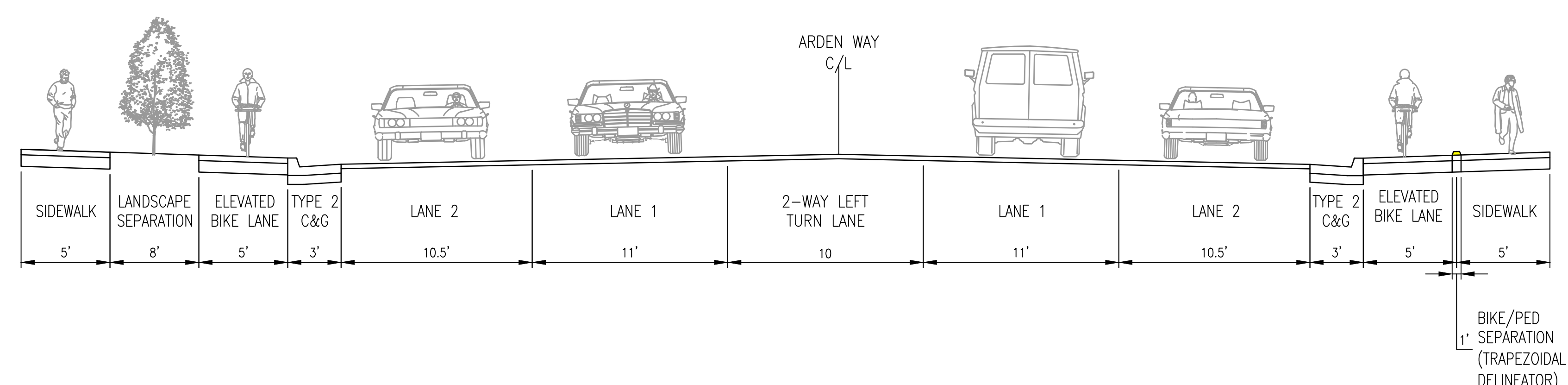


NOTE: TRAPEZOIDAL DELINEATORS TO BE PLACED IN 6' SECTIONS, WITH 4 - 1" MIDDLE SECTIONS AND 2 - 1" FLARED END SECTIONS

A
TRAPEZOIDAL DELINEATOR SPACING DETAIL
SCALE: NONE



B
COLORED BIKE LANE
SCALE: NONE



C
TYPICAL CROSS SECTION
SCALE: NONE

**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

STRIPING PLAN APPROVED BY:

STEPHEN V. WHITE, CHIEF
DEPARTMENT OF TRANSPORTATION

DATE	

REVISIONS	

APPR.	

COUNTY OF SACRAMENTO COMMUNITY SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION

PAVEMENT DELINEATION
ARDEN WAY COMPLETE STREETS (PHASE 2)
FULTON AVE TO MORSE AVE

PREPARED BY	DATE
SURVEY: A310	11/2021
DRAWN: PZL	XX
DESIGN: EWW	XX
CHECK: KRG	XX

SCALE

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

INCHES
0 1 2
0 40 80
FEET

DRAWING
PD2 OF PD2
SHEET
13 OF 41

Arden Way Complete Streets, Phase 2 – Heskett Way to Morse Avenue
Sacramento County Department of Transportation
July 2025

ATTACHMENT D
ENVIRONMENTAL INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION – MAY 2025

Todd Smith, Planning Director
Planning and Environmental
Review



Troy Givans, Director
Department of Community
Development

County of Sacramento

Mitigated Negative Declaration

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

1. Control Number: PLER2022-00134

2. Title and Short Description of Project: Arden Way Complete Streets, Phase II

The proposed project would widen Arden Way from Ethan Way to Morse Avenue to accommodate bike and pedestrian improvements. Construction work will include new landscaped medians, asphalt overlay, elevated Class IV bike lanes, separated sidewalks with landscape strips, bus turnouts, curbs, and gutter openings.

The project will include 37 utility vault replacements to accommodate the undergrounding of utility lines along both sides of Arden Way. The project will include 95 upgraded street lighting and traffic signal interconnects that will either remain in place or be relocated slightly to accommodate street widening. The project may include up to 24 new streetlights. Two culvert locations may require extensions to accommodate the widening of Arden Way.

The expansion of Arden Way will require temporary construction easements and/or permanent acquisition of portions of 97 adjacent parcels. While the majority of these right of ways (ROWs) are temporary easements through the construction period, the overall number of acquisitions also include two Public Roadway Public Utility Easements (PRPUE), and 37 Public Utilities Public Facilities Easements (PUPFE).

3. Assessor's Parcel Number: Various

4. Location of Project: The project site is located along the east and westbound sidewalks of Arden Way between Ethan Way and Morse Avenue.

5. Project Applicant: Department of Transportation, County of Sacramento

6. Said project will not have a significant effect on the environment for the following reasons:

- 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.
- It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
- It will not have impacts, which are individually limited, but cumulatively considerable.
- 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

Digitally signed by Julie Newton
DN: cn=Julie Newton,
o=Sacramento County, ou,
email=newtonju@sacounty.net,
c=US
Date: 2024.05.01 17:19:41 -07'00'

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

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

PROJECT INFORMATION

CONTROL NUMBER: PLER2022-00134

NAME: Arden Way Complete Streets, Phase II

LOCATION: The project site is located along the east and westbound sidewalks of Arden Way between Ethan Way and Morse Avenue (Plate IS-1).

ASSESSOR'S PARCEL NUMBER: Various

APPLICANT:

Attn: Keith Gotwalt, Associate Civil Engineer
Department of Transportation, County of Sacramento
4111 Branch Center Rd.
Sacramento, CA 95827

PROJECT DESCRIPTION

The proposed project would widen Arden Way from Ethan Way to Morse Avenue to accommodate bike and pedestrian improvements. Construction work will include new landscaped medians, asphalt overlay, elevated Class IV bike lanes, separated sidewalks with landscape strips, bus turnouts, curbs, and gutter openings (see Plates IS-2.1-2.5).

The project will include 37 utility vault replacements to accommodate the undergrounding of utility lines along both sides of Arden Way. The project will include 95 upgraded street lighting and traffic signal interconnects that will either remain in place or be relocated slightly to accommodate street widening. The project may include up to 24 new streetlights (See Appendix C). Two culvert locations may require extensions to accommodate the widening of Arden Way. (See Plates IS-2.1-2.5 and Plates IS 9, IS-11).

The expansion of Arden Way will require temporary construction easements and/or permanent acquisition of portions of 97 adjacent parcels. While the majority of these right of ways (ROWs) are temporary easements through the construction period, the overall number of acquisitions also include two Public Roadway Public Utility

Easements (PRPUE), and 37 Public Utilities Public Facilities Easements (PUPFE). (See Land Use Discussion, Table IS-1, and Appendix A).

ENVIRONMENTAL SETTING

The project site is located within the Arden Arcade community of unincorporated Sacramento County (see Plate IS-1). The site is located on the north and south peripheries of Arden Way, extending approximately 1.5 miles between Ethan Way and Morse Avenue (see Plates IS-2.1-2.5). Zoning throughout the extent of the project includes Commercial/Office, Low-Density and Medium-Density Residential parcels (see Plate IS-3).

Sections of the Chicken Ranch Slough and Strong Ranch Slough exist as channelized culverts which drain beneath Arden Way. Current Federal Emergency Management Agency (FEMA) insurance maps list these water bodies as regulatory floodways meriting runoff and drainage considerations for the project's proposed culvert widenings that expand over the east and westbound slough drainages (See Hydrology and Water Quality).

Chicken Ranch Slough and Strong Ranch Slough are listed by the National Wetlands Inventory (NWI) as a Freshwater Forested/Shrub Wetland and Riverine Wetland habitat respectively, meriting considerations for potential impact to wetlands and wetland habitat (See Biological Resources).

The site is fully developed with mature trees and landscaping and the site exists within an urbanized corridor (See Biological Resources).

Overall, the project site is relatively flat, but does have changes in grade elevation from Ethan Way at ~38± feet along the eastern boundary of the parcel to a maximum rise of 52± feet along the intersection of Arden Way and Wright Street.

Plate IS-1: County Vicinity Map



Plate IS-2.1: Project Location Map (1 of 5)

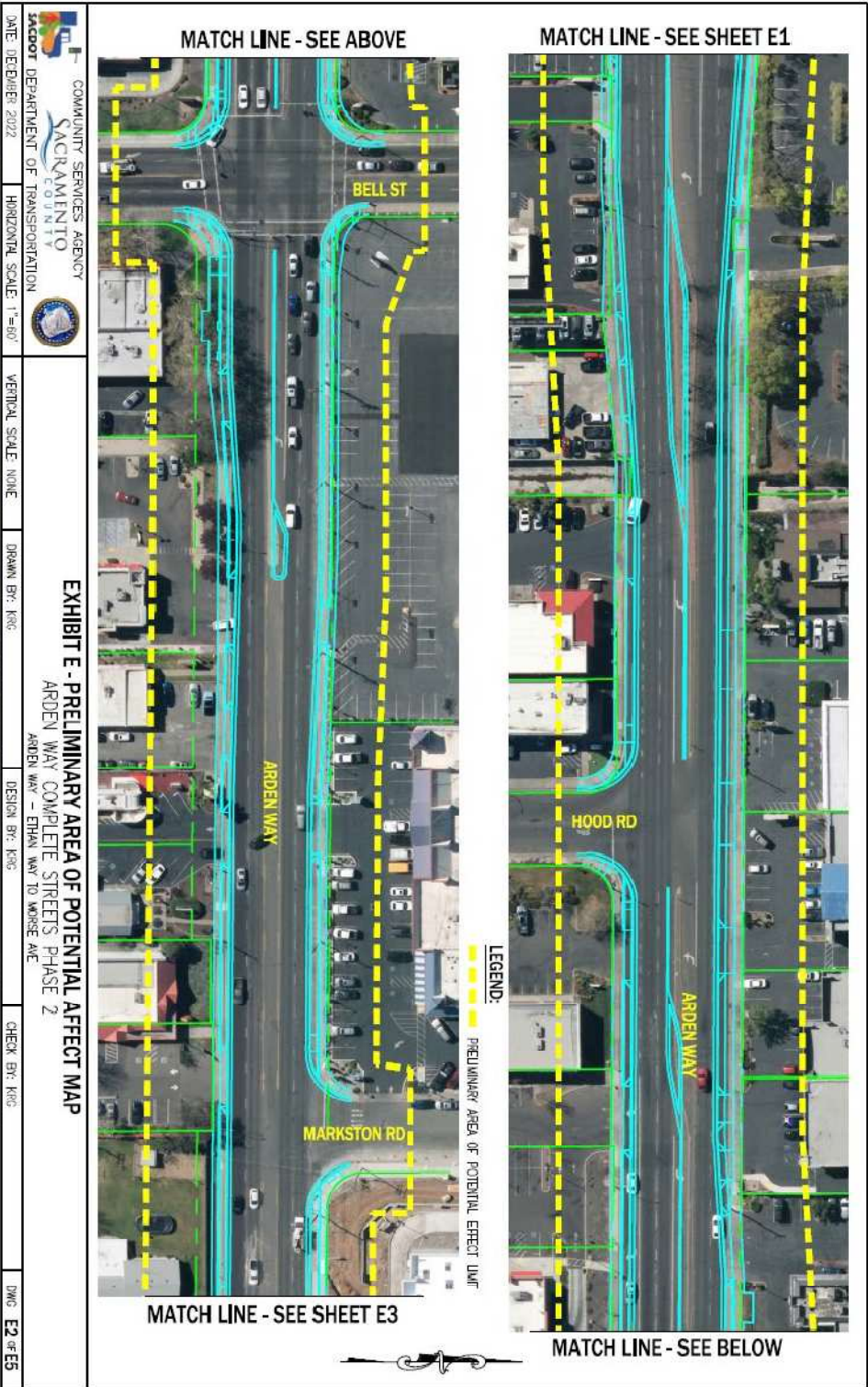


Plate IS-2.2: Project Location Map (2 of 5)

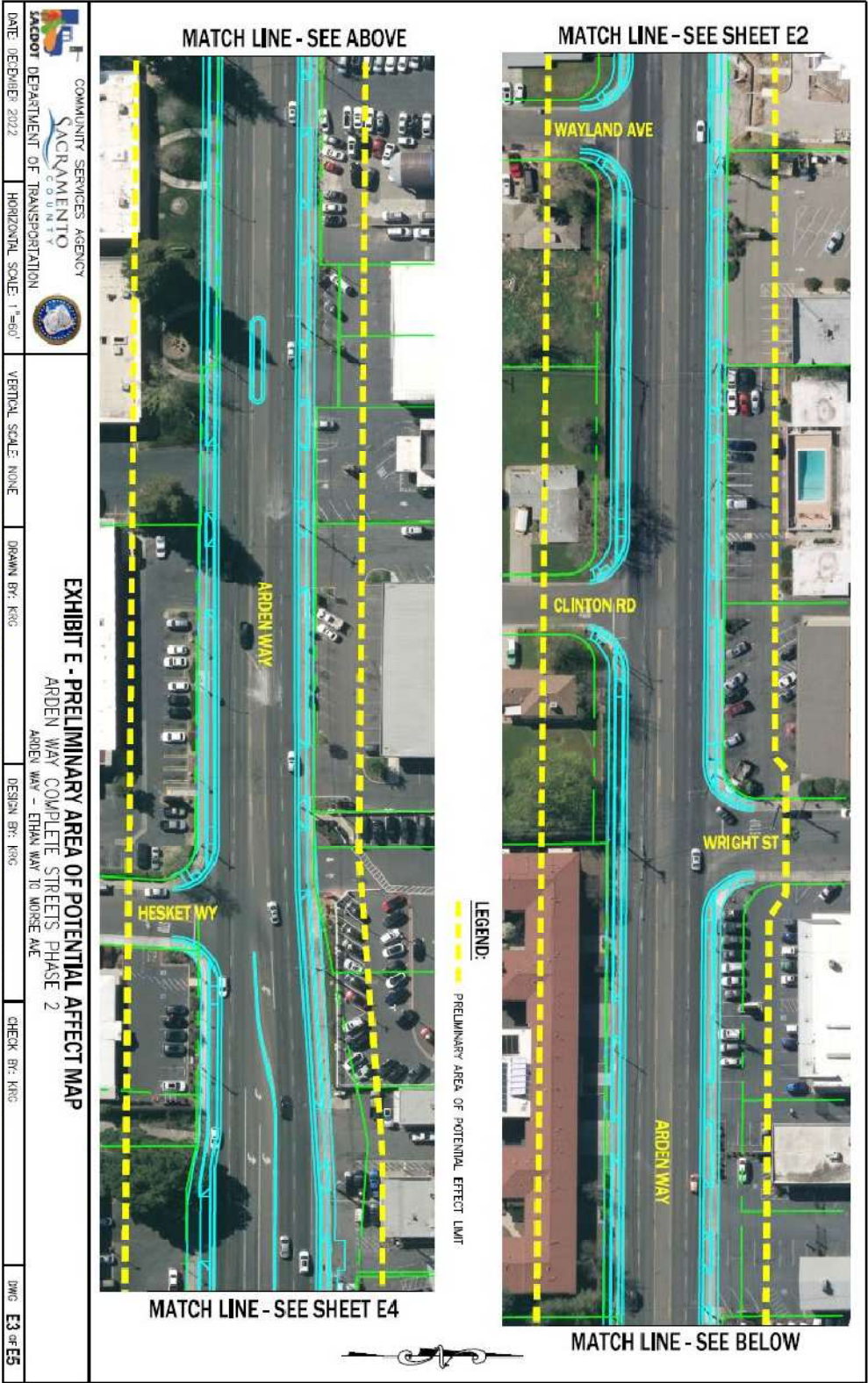


Plate IS-2.3: Project Location Map (3 of 5)

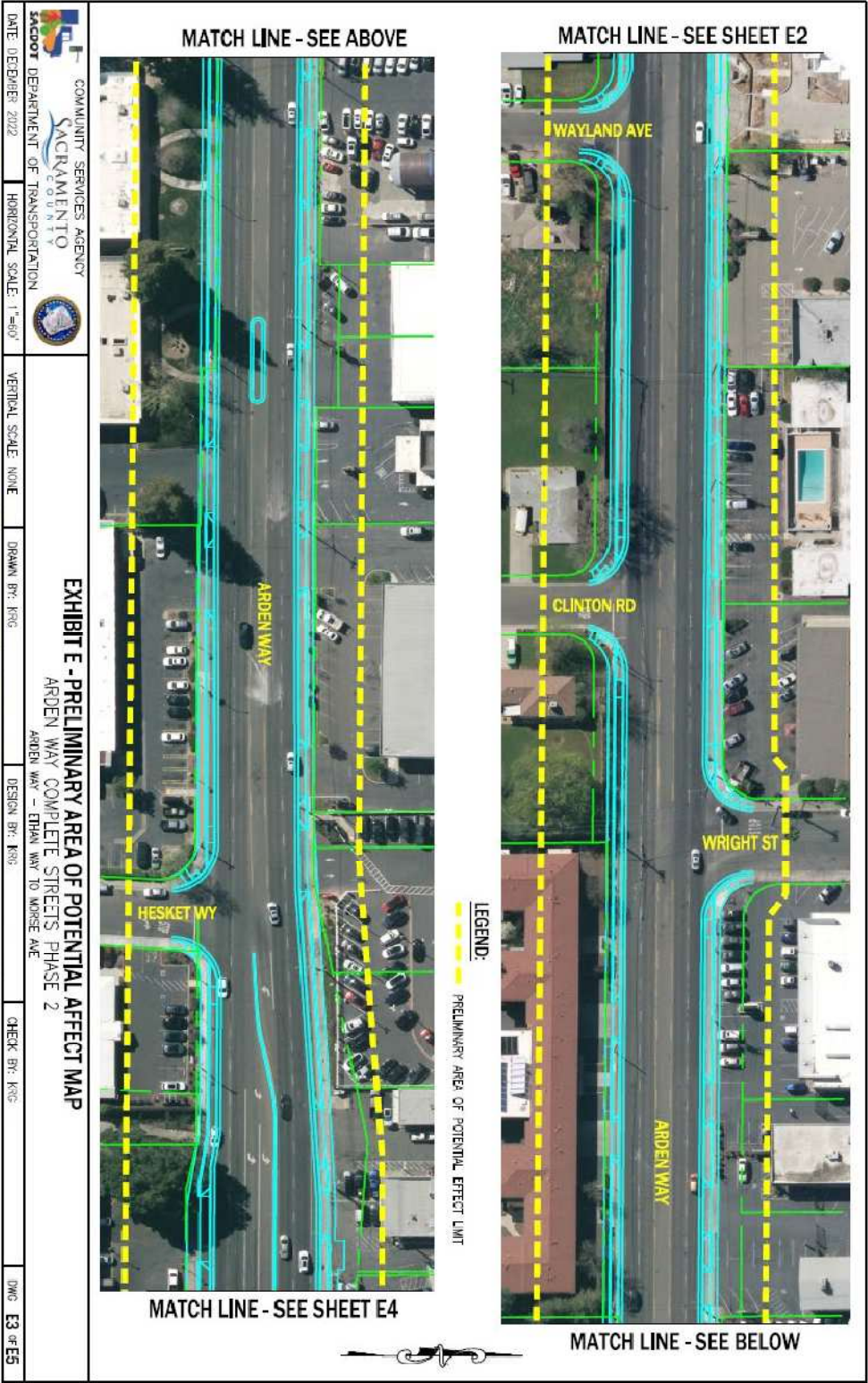
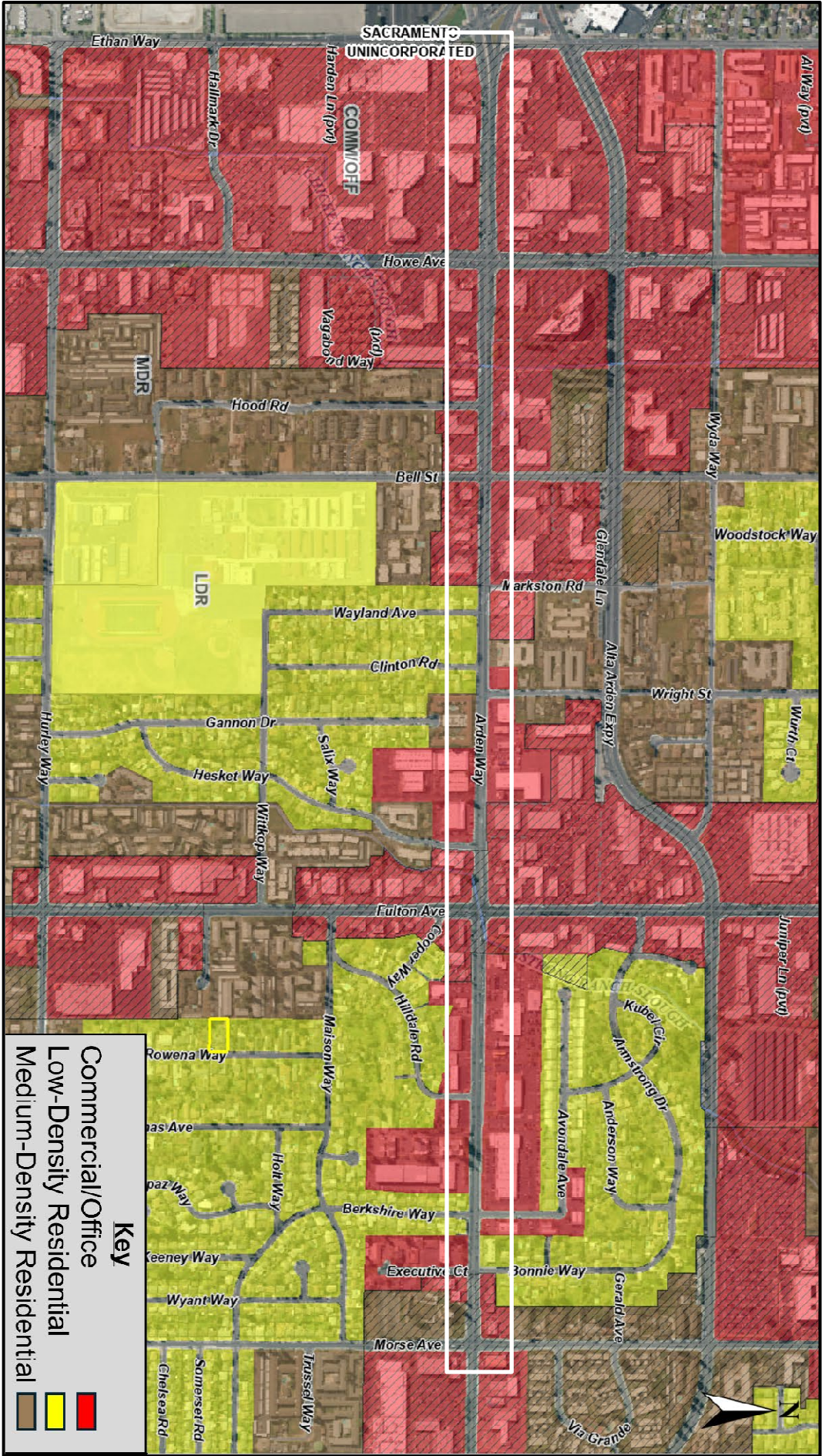






Plate IS-3: Project Location Zoning Map



ENVIRONMENTAL EFFECTS

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

LAND USE

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

- Physically divide an established community; conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; induce substantial population growth; or displace substantial numbers of existing housing or people.

EASEMENTS AND RIGHT OF WAY ACQUISITION

The expansion of Arden Way will require temporary construction easements and/or permanent acquisition of portions of 97 adjacent parcels. While the majority of these right of ways (ROWs) are temporary easements through the construction period, the overall number of acquisitions also include two Public Roadway Public Utility Easements (PRPUE), and 37 Public Utilities Public Facilities Easements (PUPFE). (See Table IS-1).

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

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

Typically, acquisition from either a willing seller or by eminent domain would only affect those areas of land needed for project construction or facilities and thus not affect the remainder of each parcel. In some cases, the property owners may need to obtain

waivers from mortgage holders and/or revise title insurance policies to cover a change in property description, because of selling a small portion of their land.

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

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

Table IS-1: Right of Way Acquisition List

Number	APN	Address	PRPUE	PUPFE	TCE
1	278-0223-015	2001 Arden Way			X
2	278-0223-014	2021 Arden Way			X
3	278-0223-035	2023 Arden Way			X
4	278-0223-036	2029 Arden Way			X
5	278-0223-037	2035 Arden Way			X
6	278-0223-009	2105 Arden Way			X
7	278-0223-027	2115 Arden Way			X
8	278-0223-007	2125 Arden Way		X	X
9	278-0223-032	1721 Howe Ave		X	X
10	285-0010-017	2000 Arden Way			X
11	285-0010-019	2024 Arden Way		X	X
12	285-0010-018	2030 Arden Way		X	X
13	285-0010-020	2100 Arden Way		X	X

*PLER2022-00134 – Arden Way Complete Streets, Phase II
Initial Study*

Number	APN	Address	PRPUE	PUPFE	TCE
14	285-0010-021	2100 Arden Way		X	X
15	278-0290-041	2201 Arden Way		X	X
16	278-0290-043	1750 Howe Ave		X	X
17	278-0290-031	2243 Arden Way			X
18	278-0290-032	2245 Arden Way			X
19	278-0290-015	2265 Arden Way			X
20	278-0290-014	2269 Arden Way			X
21	278-0290-012	2285 Arden Way			X
22	278-0290-010	2293 Arden Way		X	X
23	285-0021-015	2200 Arden Way		X	X
24	285-0021-017	2210 Arden Way		X	X
25	285-0021-018	2220 Arden Way		X	X
26	285-0021-031	2230 Arden Way		X	X
27	285-0021-025	2238 Arden Way		X	X
28	285-0021-019	Arden Way			X
29	285-0021-006	2244 Arden Way		X	X
30	285-0021-007	2256 Arden Way		X	X
31	285-0021-008	2260 Arden Way	X	X	X
32	285-0022-030	2270 Arden Way			X
33	285-0022-027	2276 Arden Way			X
34	285-0022-031	2280 Arden Way		X	X
35	278-0250-032	2301 Arden Way		X	X
36	278-0250-033	2333 Arden Way		X	X

*PLER2022-00134 – Arden Way Complete Streets, Phase II
Initial Study*

Number	APN	Address	PRPUE	PUPFE	TCE
37	278-0250-027	2345 Arden Way			X
38	278-0250-029	2361 Arden Way			X
39	278-0250-034	2383 Arden Way			X
40	278-0250-020	2391 Arden Way			X
41	278-0260-056	2401 Arden Way			X
42	278-0260-055	2409 Arden Way			X
43	278-0260-054	2419 Arden Way			X
44	278-0260-043	2425 Arden Way			X
45	278-0260-041	2429 Arden Way			X
46	278-0260-049	2437 Arden Way			X
47	278-0260-037	2445 Arden Way			X
48	278-0260-034	2501 Arden Way			X
49	278-0260-059	2535 Arden Way		X	X
50	278-0260-021	2539 Arden Way			X
51	278-0260-023	1705 Fulton Ave		X	X
52	285-0031-019	2300 Arden Way			X
53	285-0031-032	2312 Arden Way			X
54	285-0031-028	2324 Arden Way			X
55	285-0031-027	2330 Arden Way			X
56	285-0031-007	2334 Arden Way			X
57	285-0031-031	2344 Arden Way			X
58	285-0031-010	1637 Wayland Ave			X
59	285-0032-001	1636 Wayland Ave			X

PLER2022-00134 – Arden Way Complete Streets, Phase II
Initial Study

Number	APN	Address	PRPUE	PUPFE	TCE
60	285-0032-002	1633 Clinton Road			X
61	285-0033-001	1632 Clinton Road			X
62	285-0040-005	2410 Arden Way		X	X
63	285-0040-046	2424 Arden Way	X	X	X
64	285-0040-045	2500 Arden Way		X	X
65	285-0040-042	2530 Arden Way		X	X
66	285-0040-044	2544 Arden Way			X
67	279-0230-002	1700 Fulton Ave		X	X
68	279-0230-001	1732 Fulton Ave		X	X
69	279-0230-019	2625 Arden Way		X	X
70	279-0230-005	2735 Arden Way			X
71	279-0230-015	2801 Arden Way			X
72	279-0243-011	2901 Arden Way			X
73	279-0243-010	2929 Arden Way			X
74	279-0241-030	1870 Avondale Ave			X
75	279-0241-007	3001 Arden Way		X	X
76	279-0242-008	3017 Arden Way		X	X
77	279-0242-014	3033 Arden Way			X
78	279-0242-013	3045 Arden Way			X
79	286-0011-001	2600 Arden Way		X	X
80	286-0011-028	2610 Arden Way		X	X
81	286-0011-031	2620 Arden Way		X	X
82	286-0011-030	2700 Arden Way			X

*PLER2022-00134 – Arden Way Complete Streets, Phase II
Initial Study*

Number	APN	Address	PRPUE	PUPFE	TCE
83	286-0011-006	2710 Arden Way			X
84	286-0011-007	2720 Arden Way			X
85	286-0011-008	2730 Arden Way			X
86	286-0011-009	2740 Arden Way			X
87	286-0011-010	2800 Arden Way			X
88	286-0011-029	2810 Arden Way			X
89	286-0013-027	2830 Arden Way			X
90	286-0021-031	Arden Way			X
91	286-0021-029	2924 Arden Way			X
92	286-0021-003	2800 Berkshire Way		X	X
93	286-0022-049	2801 Berkshire Way		X	X
94	286-0022-048	3000 Arden Way			X
95	286-0022-030	3030 Arden Way			X
96	286-0022-032	3040 Arden Way			X
97	286-0022-047	1615 Morse Ave		X	X

AIR QUALITY

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

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

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard

or contribute to an existing air quality violation (Table IS-2). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-3).

Table IS-2: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard ¹ and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour ³ Standards) Attainment (1 hour standard ²)
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide ⁴	Attainment (1 hour and 24 hour Standards)	Attainment/unclassifiable ⁵
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard
1. Per Health and Safety Code (HSC) § 40921.59(c), the classification is based on 1989-1001 data, and therefore does not change. 2. Air Quality meets Federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. The SMAQMD attained the standard in 2009. 3. For the 1997, 2008 and the 2015 Standard. 4. Cannot be classified 5. Designation was made as part of EPA's designations for the 2010 SO₂ Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017 * Designations based on information from http://www.arb.ca.gov/desig/changes.htm#reports Source: SMAQMD. "Air Quality Pollutants and Standards". Web. Accessed: December 3, 2018. http://airquality.org/air-quality-health/air-quality-pollutants-and-standards		

Table IS-3: SMAQMD Significance Thresholds

	ROG ¹ (lbs/day)	NO _x (lbs/day)	CO (µg/m ³)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
Construction (short-term)	None	85	CAAQS ²	80 ^{3*}	82 ^{3*}
Operational (long-term)	65	65	CAAQS	80 ^{3*}	82 ^{3*}
1. Reactive Organic Gas 2. California Ambient Air Quality Standards 3*. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance threshold of 0 lbs/day.					

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

Short-term air quality impacts are mostly due to dust (PM₁₀ and PM_{2.5}) generated by construction and development activities, and emissions from equipment and vehicle engines (NO_x) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM₁₀ and PM_{2.5} are considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

CONSTRUCTION PARTICULATE MATTER EMISSIONS

The SMAQMD Guide includes screening criteria for construction-related particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction PM₁₀ or PM_{2.5} thresholds of significance provided that the project does not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); or,

- Require import or export of soil materials that will require a considerable amount of haul truck activity.

Some PM₁₀ and PM_{2.5} emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control. These institutional measures include the SMAQMD “District Rule 403-Fugitive Dust” and measures in the Sacramento County Code relating to land grading and erosion control.

The project site is less than 35 acres and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or, import or export of soil materials requiring a considerable amount of haul truck activity. Therefore, the project meets the SMAQMD Guide screening criteria for PM₁₀ and PM_{2.5}.

The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that should be implemented on all projects, regardless of size. Dust abatement practices are required pursuant to SMAQMD Rule 403 and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485; the SMAQMD Guide simply lays out the basic practices needed to comply. These requirements are already required by existing rules and regulations and have also been included as mitigation.

CONSTRUCTION OZONE PRECURSOR EMISSIONS (NO_x)

The SMAQMD Guide currently provides screening criteria for construction-related ozone precursor emissions (NO_x) similar to those which will be implemented for particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD’s construction NO_x thresholds of significance provided that the project does not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; or,

- Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

CONSTRUCTION EMISSIONS CONCLUSION

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical, as shown above. As noted, the project site is less than 35 acres (12 acres) and does not involve buildings more than 4 stories tall; significant trenching activities; an unusually compact construction schedule; or import or export of soil materials requiring a considerable amount of haul truck activity. The project shall comply with SMAQMD Basic Construction Emissions Control Practices (See Mitigation A). Therefore, the project falls below the SMAQMD Guide screening criteria for construction emissions related to both Particulate Matter and Ozone precursors and impacts are ***less than significant with mitigation***.

CRITERIA POLLUTANT HEALTH RISKS

All criteria air pollutants can have human health effects at certain concentrations. Air Districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS). The NAAQS and CAAQS are informed by a wide range of scientific evidence, which demonstrates that there are known safe concentrations of criteria air pollutants. Because the NAAQS and CAAQS are based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of these standards, the thresholds established by air districts are also protective of human health. Sacramento County is currently in nonattainment of the NAAQS and CAAQS for ozone. Projects that emit criteria air pollutants in exceedance of SMAQMD's thresholds would contribute to the regional degradation of air quality that could result in adverse human health impacts.

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health effects include permeability of respiratory epithelia and the possibility of permanent lung impairment (EPA 2016).

HEALTH EFFECTS SCREENING

In order to estimate the potential health risks that could result from the operational emissions of ROG, NO_x, and PM_{2.5}, PER staff implemented the procedures within SMAQMD's *Instructions for Sac Metro Air District Minor Project and Strategic Area Project Health Effects Screening Tools* (SMAQMD's Instructions). To date, SMAQMD has published three options for analyzing projects: small projects may use the Minor Project Health Screening Tool, while larger projects may use the Strategic Area Project Health Screening Tool, and practitioners have the option to conduct project-specific modeling.

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD's Friant Guidance; October 2020). The air district thresholds considered in SMAQMD's Friant Guidance included thresholds from SMAQMD as well as the El Dorado County Air Quality Management District, the Feather River Air Quality Management District, the Placer County Air Pollution Control District, and the Yolo Solano Air Quality Management District. The highest allowable emission rates of NO_x, ROG, PM₁₀, and PM_{2.5} from the five air districts is 82 pounds per day (lbs/day) for all four pollutants. Thus, the Minor Project Health Screening Tool is intended for use by projects that would result in emissions at or below 82 lbs/day, while the Strategic Area Project Health Screening Tool is intended for use by projects that would result in emissions between two and eight times greater than 82 lbs/day. The Strategic Area Project Screening Model was prepared by SMAQMD for five locations throughout the Sacramento region for two scenarios: two times and eight times the threshold of significance level (2xTOS and 8xTOS). The corresponding emissions levels included in the model for 2xTOS were 164 lb/day for ROG and NO_x, and 656 lb/day under the 8xTOS for ROG and NO_x (SMAQMD 2020).

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

The model derives the estimated health risk associated with operation of the project based on increases in concentrations of ozone and PM_{2.5} that were estimated using a photochemical grid model (PGM). The concentration estimates of the PGM are then applied to the U.S. Environmental Protection Agency's Benefits Mapping and Analysis Program (BenMAP) to estimate the resulting health effects from concentration increases. PGMs and BenMAP were developed to assess air pollution and human health impacts over large areas and populations that far exceed the area of an average land use development project. These models were never designed to determine whether emissions generated by an individual development project would affect community health or the date an air basin would attain an ambient air quality standard. Rather, they are used to help inform regional planning strategies based on cumulative changes in emissions within an air basin or larger geography.

It must be cautioned that within the typical project-level scope of CEQA analyses, PGMs are unable to provide precise, spatially defined pollutant data at a local scale. In addition, as noted in SMAQMD's Friant Guidance, "BenMAP estimates potential health effects from a change in air pollutant concentrations but does not fully account for other factors affecting health such as access to medical care, genetics, income levels, behavior choices such as diet and exercise, and underlying health conditions" (2020). Thus, the modeling conducted for the health risk analysis is based on imprecise

mapping and only takes into account one of the main public health determinants (i.e., environmental influences).

DISCUSSION OF PROJECT IMPACTS: CRITERIA POLLUTANT HEALTH RISKS

Since the project was below the daily operational thresholds for criteria air pollutants, the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-4 and Table IS-5.

Table IS-4: PM_{2.5} Health Risk Estimates

PM _{2.5} Health Endpoint	Age Range ¹	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) ^{2,5}	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
		(Mean)	(Mean)		
Respiratory					
Emergency Room Visits, Asthma	0 - 99	1.2	1.2	0.0063%	18419
Hospital Admissions, Asthma	0 - 64	0.082	0.077	0.0041%	1846
Hospital Admissions, All Respiratory	65 - 99	0.35	0.32	0.0016%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.20	0.18	0.00075%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000011	0.000099	0.0026%	4

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Acute Myocardial Infarction, Nonfatal	25 - 44	0.0098	0.0099	0.0026%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.022	0.021	0.0028%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.036	0.034	0.0028%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.12	0.0023%	5052
Mortality					
Mortality, All Cause	30 - 99	2.4	2.2	0.0048%	44766
Notes:					
1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function. 2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or “background health incidence”) values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region. 3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP. 4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context. 5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the <i>Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District</i>.					

Table IS-5: Ozone Health Risk Estimates

Ozone Health Endpoint	Age Range ¹	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) ^{2,5}	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
		(Mean)	(Mean)		

*PLER2022-00134 – Arden Way Complete Streets, Phase II
Initial Study*

Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.086	0.069	0.00035%	19644
Emergency Room Visits, Asthma	0 - 17	0.44	0.38	0.0064%	5859
Emergency Room Visits, Asthma	18 - 99	0.70	0.60	0.0048%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.054	0.046	0.00015%	30386
Notes: 1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function. 2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or “background health incidence”) values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region. 3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP. 4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context. 5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the <i>Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District</i>.					

It is important to note that the “model outputs are derived from the numbers of people who would be affected by [the] project due to their geographic proximity and based on average population through the Five-District-Region. The models do not take into account population subgroups with greater vulnerabilities to air pollution, except for ages for certain endpoints” (SMAQMD 2020). Therefore, it would be misleading to correlate the levels of criteria air pollutant and precursor emissions associated with project implementation to specific health outcomes. While the effects noted above could manifest in individuals, actual effects depend on factors specific to each individual, including life stage (e.g., older adults are more sensitive), preexisting cardiovascular or respiratory diseases, and genetic polymorphisms. Even if this specific medical information was known about each individual, there are wide ranges of potential outcomes from exposure to ozone precursors and particulates, from no effect to the effects listed in the tables. Ultimately, the health effects associated with the project, using the SMAQMD guidance “are conservatively estimated, and the actual effects may be zero” (SMAQMD 2020).

CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS

Neither SMAQMD nor the County of Sacramento have adopted thresholds of significance for the assessment of health risks related to the emission of criteria pollutants. Furthermore, an industry standard level of significance has not been adopted or proposed. Due to the lack of adopted thresholds of significance the health risks, this data is presented for informational purposes and does not represent an attempt to arrive at any level-of-significance conclusions.

HYDROLOGY AND WATER QUALITY

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

- Substantially alter the existing drainage pattern of the project area and/or increase the rate of amount of surface runoff in a manner that would result in flooding on- or off-site?
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?

HYDROLOGY AND FLOODING

Most of the project site is within the FEMA Levee-Protected Flood Zone X, as determined by the 2012 FEMA Flood Insurance Rate Map, panel number 182-705. Flood Zone X is defined as an “area determined to be outside the 500-year floodplain,” which indicates there is statistically, for insurance rate mapping purposes, a less than 0.2 percent chance of a flood event occurring on the site for any given year. There is a narrow area of Regulatory Floodway (Chicken Ranch Slough and Strong Ranch Slough) which drains beneath Arden Way by way of channelized culverts (FEMA Flood Insurance Rate Map Number 06067C0182H, See Plate IS-4.1 and IS-4.2).

As part of the street widening required to accommodate bike lanes on either side of Arden Way, the project will require up to ten feet of culvert extension on the north and south drainages of Strong Ranch Slough. The Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards include stipulations for bridge design which prevent a bridge from causing an obstruction to the flow of floodwaters, or otherwise causing substantial floodplain impacts. Project compliance with requirements outlined above, as administered by the County, will ensure that project-related hydrology and flooding impacts are ***less than significant***.

[illegible]

National Flood Hazard Layer FIRMette



WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

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

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type. In addition, Sacramento County Code 16.44 (Land Grading and Erosion Control) requires private construction sites disturbing one or more acres or moving 350 cubic yards or more of earthen material to obtain a grading permit. To obtain a grading permit, project proponents must prepare and submit for approval an Erosion and Sediment Control (ESC) Plan describing erosion and sediment control best management practices (BMPs) that will be implemented during construction to prevent sediment from leaving the site and entering the County's storm drain system or local receiving waters. Construction projects not subject to SCC 16.44 are subject to the Stormwater Ordinance (SCC 15.12) described above.

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

Applicable projects applying for a County grading permit must show proof that a WDID # has been obtained and must submit a copy of the SWPPP. Although the County has no

enforcement authority related to the CGP, the County does have the authority to ensure sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components.

The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP.

Erosion controls should always be the *first line of defense*, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, 3-step hydroseeding, spray-on soil stabilizers and anchored blankets. Sediment controls are the *second line of defense*; they help to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

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

It is the responsibility of the project proponent to verify that the proposed BMPs for the project are appropriate for the unique site conditions, including topography, soil type and anticipated volumes of water entering and leaving the site during the construction phase. In particular, the project proponent should check for the presence of colloidal clay soils on the site. Experience has shown that these soils do not settle out with conventional sedimentation and filtration BMPs. The project proponent may wish to conduct settling column tests in addition to other soils testing on the site, to ascertain whether conventional BMPs will work for the project.

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Regional Water Board.

OPERATION: STORMWATER RUNOFF

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

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment projects. Source control BMPs are intended to keep pollutants from contacting site runoff. Examples include “No Dumping-Drains to Creek/River” stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants, so that rainfall does not contact the pollutants. Treatment control measures are intended to remove pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption. The project proponent should consider the use of “low impact development” techniques to reduce the amount of imperviousness on the site, since this will reduce the volume of runoff and therefore will reduce the size/cost of stormwater quality treatment required. Examples of low impact development techniques include pervious pavement and bioretention facilities.

The County requires developers to utilize the *Stormwater Quality Design Manual for the Sacramento Region, 2018* (Design Manual) in selecting and designing post-construction facilities to treat runoff from the project. Regardless of project type or size, developers are required to implement the minimum source control measures (Chapter 4 of the Design Manual). Low impact development measures and Treatment Control Measures are required of all projects exceeding the impervious surface threshold defined in Table 3-2 and 3-3 of the Design Manual. Further, depending on project size and location, hydromodification control measures may be required (Chapter 5 of the Design Manual).

Updates and background on the County’s requirements for post-construction stormwater quality treatment controls, along with several downloadable publications, can be found at the following websites:

<https://waterresources.saccounty.gov/stormwater/Pages/default.aspx>

<https://www.beriverfriendly.net/new-development/>

The final selection and design of post-construction stormwater quality control measures is subject to the approval of the County Department of Water Resources; therefore, they should be contacted as early as possible in the design process for guidance. Project compliance with requirements outlined above will ensure that project-related stormwater pollution impacts are ***less than significant***.

PUBLIC SERVICES AND PUBLIC UTILITIES

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

- Result in substantial adverse physical impacts associated with the provision of services.
- Exceed the capacity of an existing stormwater or sewage system, or if there would not be sufficient water supply to serve the project.

UTILITY INSTALLATION AND RELOCATION

The project will include 37 utility vault replacements to accommodate the undergrounding of utility lines along both sides of Arden Way. The project will include 95 upgraded street lighting and traffic signal interconnects that will either remain in place or be relocated slightly to accommodate street widening. The project may include up to 24 new streetlights (See Appendix C). Two culvert locations may require extensions to accommodate the widening of Arden Way. (See Plates IS-9, IS-11). The affected utilities are within the existing right-of-way and will be relocated to a different location within the public right-of-way or within the newly acquired ROW areas. No substantial disruption in utilities is expected due to construction of the project.

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

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

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

BIOLOGICAL RESOURCES

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

- Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?
- Have a substantial adverse effect on riparian habitat or other sensitive natural communities?
- Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?

- Conflict with any local policies or ordinances protecting biological resources?

RIPARIAN HABITAT AND STREAMS

Riparian habitat is simply defined as a distinct community of plants and animals found in and alongside a stream or river. These communities can be up to a mile wide adjacent to large rivers, or a narrow border along the banks of small creeks. A stream is defined as a linear flowing waterway, either ephemeral or perennial, with a defined bed and banks. For riparian habitat, an impact is defined as any direct removal or modification of the habitat. For streams, a direct impact may occur if any fill or excavation occurs within the Ordinary High-Water Mark, which is the active channel of a stream. There is no regulatory setback for work proximate to streams, but the County Environmental Review section has typically required a minimum 50-foot setback¹. The purpose of this setback is to avoid indirect impacts, such as the flow of polluted stormwater runoff into the channel. In addition, the Sacramento County General Plan Conservation Element contains several policies intended to protect riparian habitat. These are:

CO-58. Ensure no net loss of wetlands, riparian woodlands, and oak woodlands.

CO-59. Ensure mitigation occurs for any loss of or modification to the following types of acreage and habitat function:

- vernal pools,
- wetlands,
- riparian,
- native vegetative habitat, and
- special status species habitat.

DISCUSSION OF PROJECT IMPACTS: RIPARIAN HABITAT

The proposed project site involves groundwork within the north and south drainages of Chicken Ranch Slough and Strong Ranch Slough where they drain beneath Arden Way. This includes removal of the current concrete lining within the culverts extending up to 20 ft beyond the bridge expansions, and grading of the current slough channels prior to laying new foundation support for the overhead bridge expansions. The project does not propose additional auguring or pile driving within the slough channels.

A site visit confirmed that both waterways are channelized and concrete-lined, which substantially reduces its habitat value (See Plate IS-5, 6 and 7). Although there are some water plants growing in the channels, probably within sediments deposited on the

¹ Research suggests that some of the most common urban runoff pollutants – including sediment, nitrogen, and phosphorus – can be filtered over this distance by intervening vegetation. Source: McElfish, James M. et al. 2008. Planner's Guide to Wetland Buffers for Local Governments. Environmental Law Institute, Washington, D.C.

concrete bottom, the in-channel plant community is not robust, and the concrete prevents the growth of any plants along the side-slopes of the creek. The concrete terminates at the top edge of the bank, which is where the riparian plant community begins; this vegetation is dominated by large trees (refer to the Native and Non-Native Trees section).

The project will not result in tree removal or permanent impacts to riparian habitat. The critical issue will be that of maintaining the proper protections during construction, so that dirt, debris, and/or pollutants are prevented from entering the waterway. This is addressed in the “Water Quality” section of the analysis. The Project will not result in direct impacts to the creek, and mitigation applied to protect water quality will ensure that impacts to potential riparian habitat are ***less than significant***.

WETLANDS AND OTHER SURFACE WATERS

Federal and state regulation (Clean Water Act Sections 404 and 401) uses the term “surface water” to refer to all standing or flowing water which is present above-ground either perennially or seasonally. There are many types of surface waters, but the two major groupings are linear waterways with a bed and bank (streams, rivers, etc.) and wetlands. The Clean Water Act has defined the term wetland to mean “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions”. The term “wetlands” includes a diverse assortment of habitats such as perennial and seasonal freshwater marshes, vernal pools, and wetted swales. The 1987 Army Corps Wetlands Delineation Manual is used to determine whether an area meets the technical criteria for a wetland and is therefore subject to local, State or Federal regulation of that habitat type. A delineation verification by the Army Corps will verify the size and condition of the wetlands and other waters in question and will help determine the extent of government jurisdiction.

Wetlands are regulated by both the Federal and State government, pursuant to the Clean Water Act Section 404 (federal) and Section 401 (state). The United States Army Corps of Engineers (Army Corps) is generally the lead agency for the federal permit process, and the Regional Water Quality Control Board (Regional Water Board) is generally the lead agency for the state permit process. The Clean Water Act protects all “navigable waters”, which are defined as traditional navigable waters that are or were used for commerce or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries. Isolated wetlands, that is, those wetlands that are not hydrologically connected to other “navigable” surface waters (or their tributaries), are not considered to be subject to the Clean Water Act.

Plate IS-5: South-Facing View of Chicken Ranch Slough at Arden Way

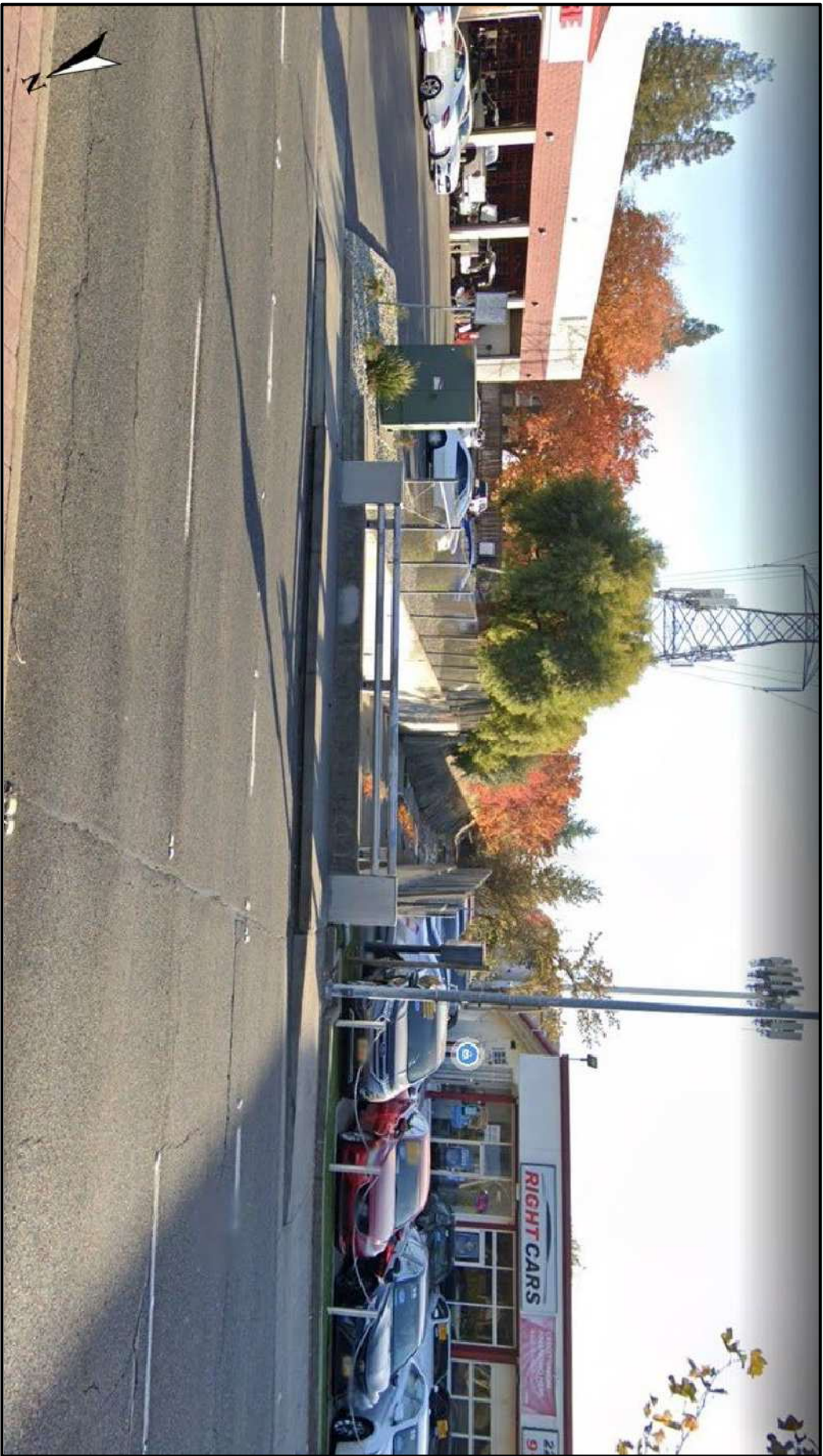


Plate IS-6: South-Facing View of Strong Ranch Slough at Arden Way

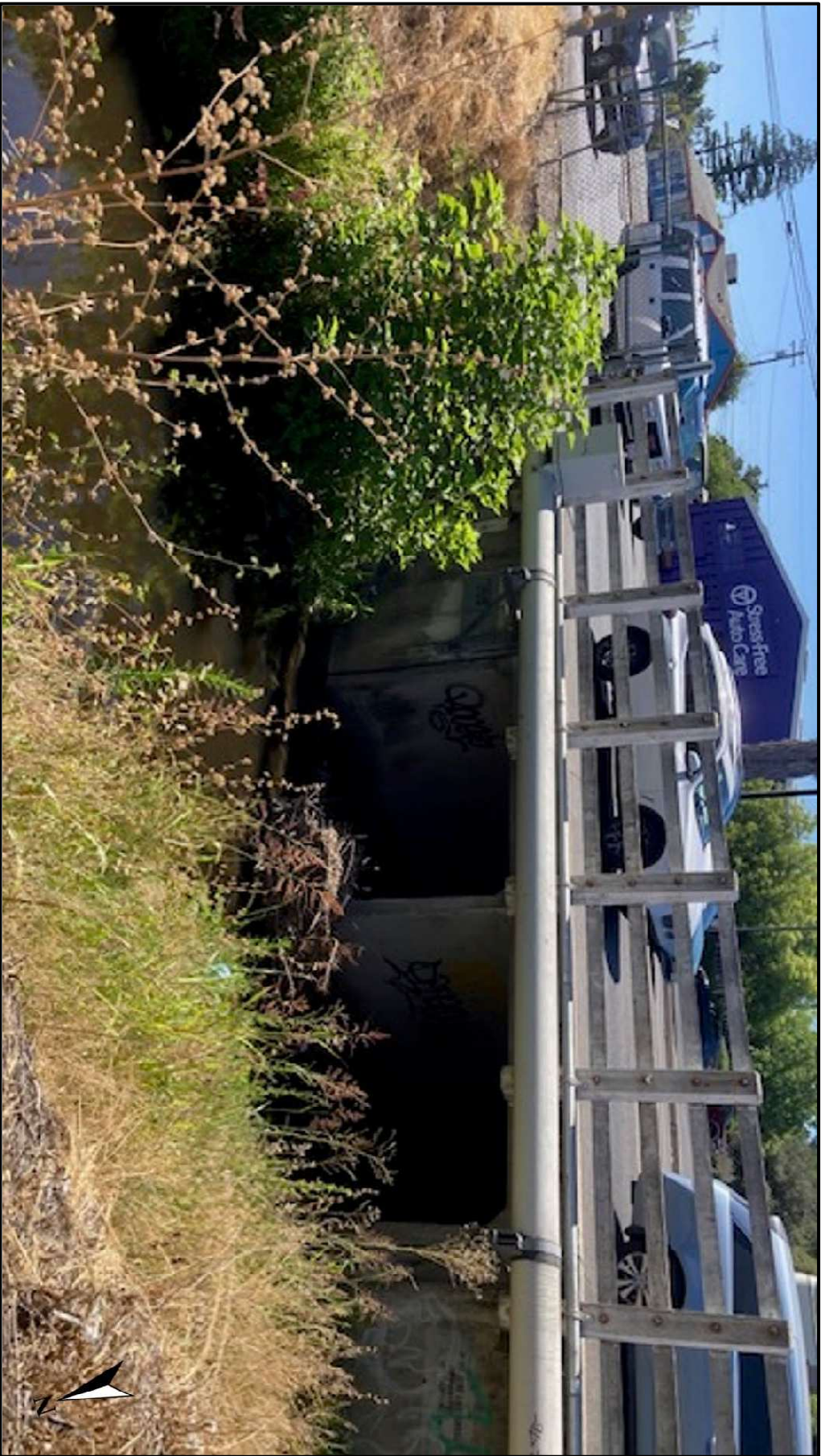
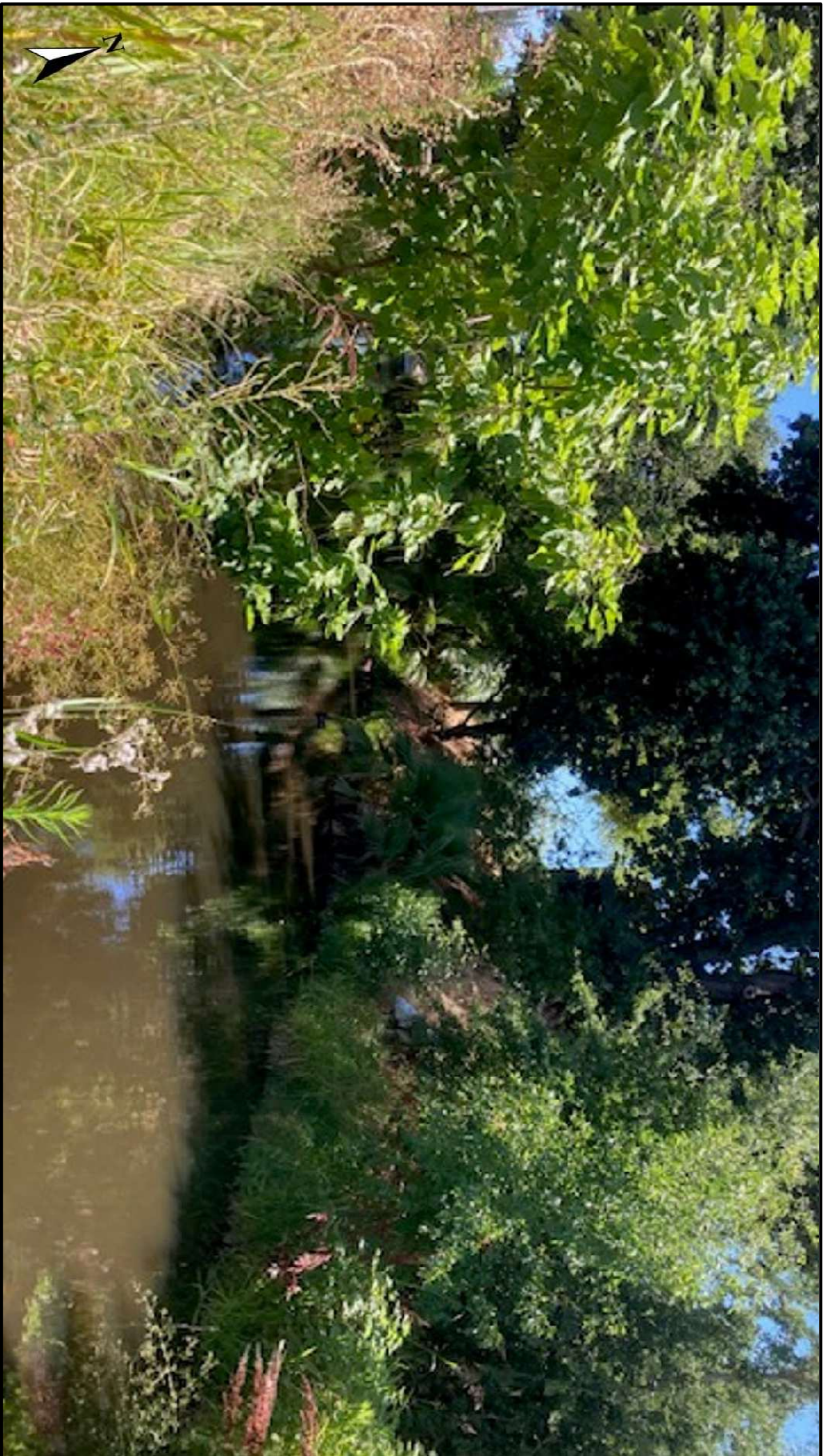


Plate IS-7: North-Facing View of Strong Ranch Slough at Arden Way



In addition to the Clean Water Act, the state also has jurisdiction over impacts to surface waters through the Porter-Cologne Water Quality Control Act, which does not require that waters be “navigable”. For this reason, Federal non-jurisdictional waters – isolated wetlands – can be regulated by the State of California pursuant to Porter-Cologne.

The Clean Water Act establishes a “no net” loss” policy regarding wetlands for the state and federal governments, and General Plan Policy CO-58 establishes a “no net loss” policy for Sacramento County. Pursuant to these policies, any wetlands to be excavated or filled require 1:1 mitigation, and construction within the wetlands cannot take place until the appropriate permit(s) have been obtained from the Army Corps, the U.S. Fish and Wildlife Service (USFWS), the Regional Water Board, the California Department of Fish and Wildlife and any other agencies with authority over surface waters. Any loss of delineated wetlands not mitigated through the permitting process must be mitigated, pursuant to County policy. Appropriate mitigation may include establishment of a conservation easement over wetlands, purchase of mitigation banking credits, or similar measures.

DISCUSSION OF PROJECT IMPACTS: WETLANDS AND OTHER SURFACE WATERS

According to the National Wetlands Inventory (NWI), Chicken Ranch Slough is considered a Freshwater Forested/Shrub Wetland and Strong Ranch Slough is considered a Riverine Wetland (See Plates IS-8 and IS-10).

Widening the sidewalks along Arden Way will require four culvert extensions: two for the north/south drainages of Chicken Ranch Slough, and two for the north/south drainages of Strong Ranch Slough. These extensions may include grading to create a “double box” culvert capable of bearing the weight of such an extension. As such, grading within the creek may include a dewatering plan along with removal of the existing concrete lining within the slough bed, grading for new foundation, and placement of new sidewalls. The new culvert extensions will maintain the same alignment as the existing channel.

The critical issue will be that of maintaining the proper protections during construction, so that dirt, debris, and/or pollutants are prevented from entering the waterway. This issue is addressed in the “Water Quality” section of the analysis. The Project does not propose reducing the area of the slough bed, and there is no long-term net loss of surface waters. Appropriate permitting through the Army Corps, the U.S. Fish and Wildlife Service (USFWS), the Regional Water Board, the California Department of Fish and Wildlife and any other agencies with authority over surface water will ensure no permanent, adverse impacts to the creek, and mitigation applied to protect water quality will ensure that impacts to wetlands and surface waters are ***less than significant***.

Plate IS-8: Chicken Ranch Slough



Plate IS-9: Chicken Slough Box Culvert Extensions

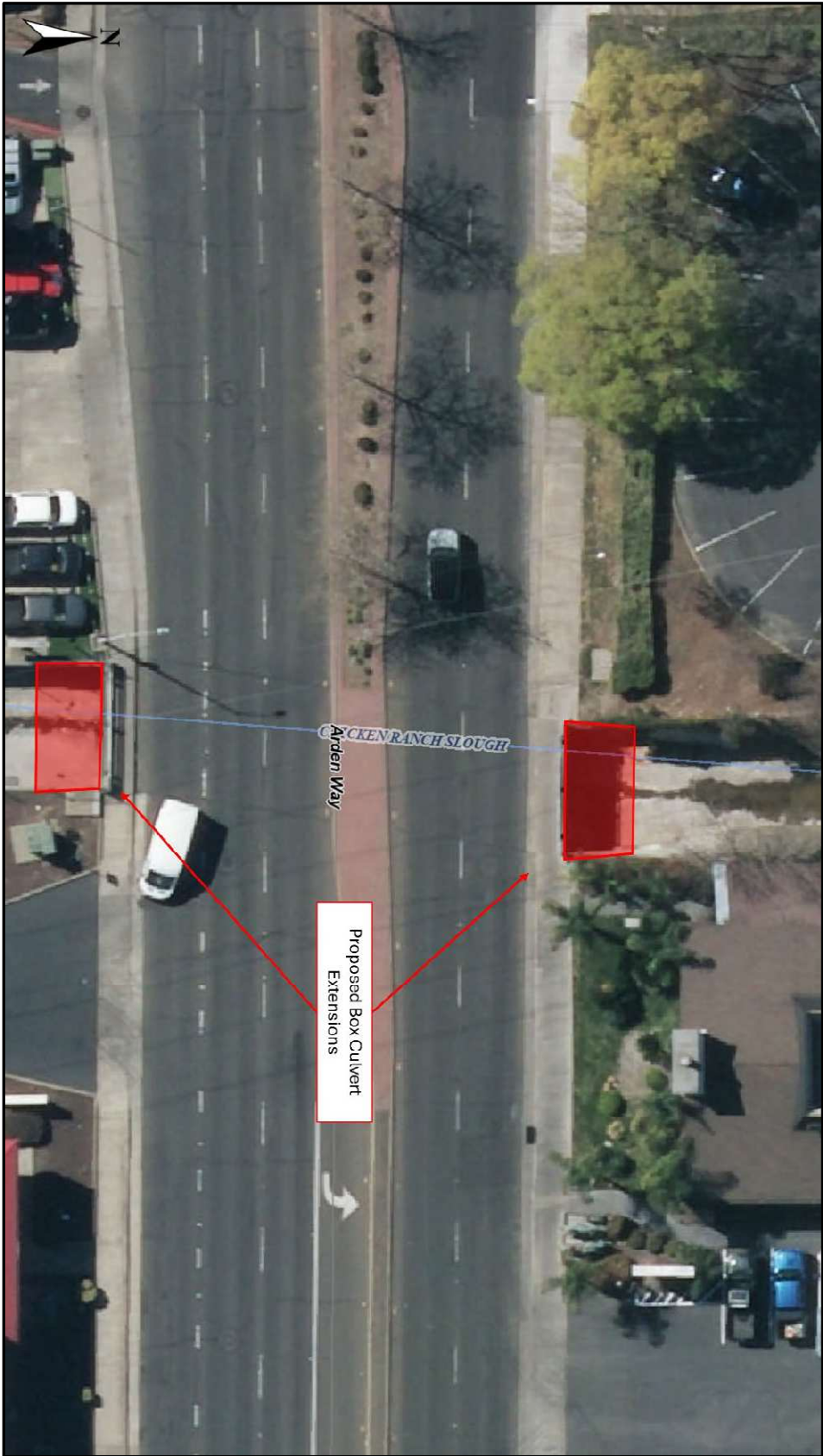
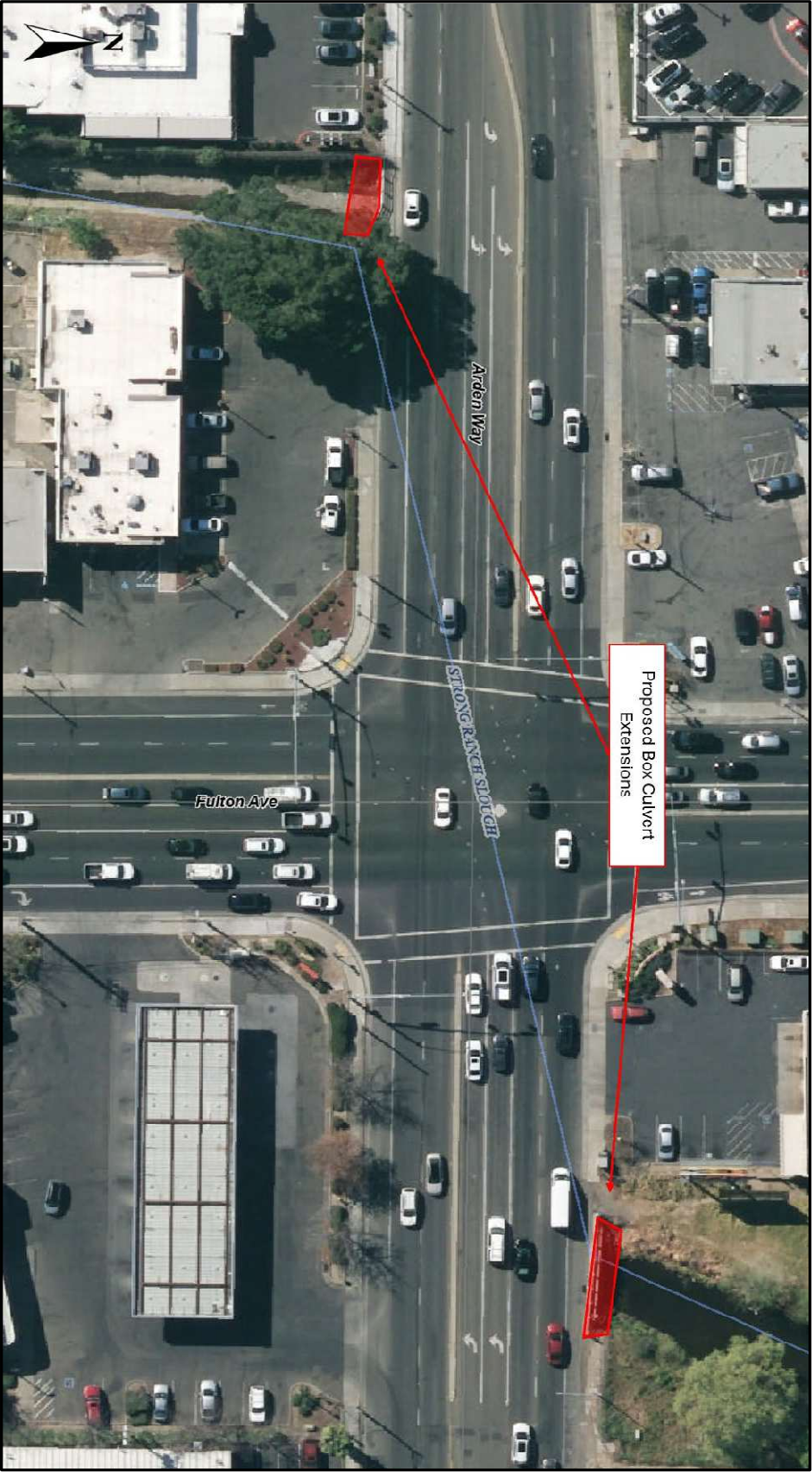


Plate IS-10: Strong Ranch Slough



Plate IS-11: Strong Ranch Slough Box Culvert Extensions



SPECIAL STATUS SPECIES

A “special status” species is one which has been identified as having relative scarcity and/or declining populations. Special status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern. Also included are those species considered to be “fully protected” by the California Department of Fish and Wildlife (California Fish and Wildlife), those granted “special animal” status for tracking and monitoring purposes, and those plant species considered to be rare, threatened, or endangered in California by the California Native Plant Society (CNPS).

DISCUSSION OF PROJECT IMPACTS: SPECIAL STATUS SPECIES

Relevant species for analysis were identified based on species information gathered from the United States Fish and Wildlife Service (U.S. Fish and Wildlife) Sacramento office for federally listed species, from California Fish and Wildlife, and from CNPS. A California Fish and Wildlife California Natural Diversity Database (CNDDDB 2023) search was also conducted. For the initial CNDDDB search, the study area was all lands within ten miles of the Project boundary, while the U.S. Fish and Wildlife list was based on species present within the Sacramento East 7.5-minute United States Geological Survey quadrangle. No sensitive plants were identified in the CNPS database.

It is unlikely that special status wildlife species could occur within the project site due to a lack of suitable habitat, the highly disturbed nature of ruderal vegetation and trees within the site, and the proximity of this site to heavy traffic and both residential and commercial development. The reach of Chicken Ranch Slough and Strong Ranch Slough within the project site does not provide suitable aquatic habitat for any native/listed fish species or western pond turtle because existing anthropogenic barriers to movement, such as a creek-wide buildup of trash and debris joined with low flow and stagnant water, impede fish passage. No historic Swainson’s hawk nests occur within approximately 3 miles of the project site. CNDDDB and IPaC searches showed no critical habitat for any listed species within the project site (CDFW and USFWS 2023).

Earthwork would include pavement and soil removal; trenching and utility relocation; concrete boring; and repaving. Given the highly urbanized nature of the project site, there is low potential for presence of the animals in the CNDDDB and USFW databases. Therefore, impacts to biological resources are ***less than significant***.

MIGRATORY BIRD TREAT ACT

The Migratory Bird Treaty Act of 1918, which states “unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill” a migratory bird. Section 3(18) of the Federal Endangered Species Act defines the term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered “take.”

The project will require the removal of several mature trees which may support migratory nesting birds. To avoid take of nesting migratory birds, mitigation has been included to require that activities either occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded. With mitigation, impacts to migratory nesting birds are ***less than significant***.

NON-NATIVE TREES AND SHADE CANOPY

SACRAMENTO COUNTY GENERAL PLAN CONSERVATION ELEMENT

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

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

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

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

CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

The 15-year shade cover values for tree species referenced in policy CO-145 are also referenced by the Sacramento County Zoning Code, Chapter 30, Article 4, and the list is maintained by the Sacramento County Department of Transportation, Landscape Planning and Design Division. The list includes more than seventy trees, so is not included here, but it is available at <http://www.planning.saccounty.net/> under the “Environmental Documents CEQA/NEPA Overview” heading. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region.

SACRAMENTO COUNTY GENERAL PLAN ENVIRONMENTAL JUSTICE ELEMENT

The Sacramento County General Plan Environmental Justice Element contains several policies aimed at preserving tree canopy within the County. These are:

EJ-23. The County will achieve an equitable tree canopy in Environmental Justice (EJ) communities.

EJ-24. Increase tree canopy coverage to at least 35 percent in all unincorporated County neighborhoods by 2040, especially those that are in EJ communities.

EJ-25. Consistently enforce existing Tree Protection Ordinances including zoning code, the Tree Ordinance (SCC 19.04) and the Tree Preservation Ordinance (SCC 19.12).

Implementation Measures (EJ Communities)

During California Environmental Quality Act review of impacts for public works, private development, revitalization and master planning projects in under-canopied EJ Communities, mitigation shall be required that provides an extra 25% tree replacement and said mitigation shall be directed to the same EJ community where the impact occurs. (PLANNING AND ENVIRONMENTAL REVIEW)

PROJECT TREE SETTING

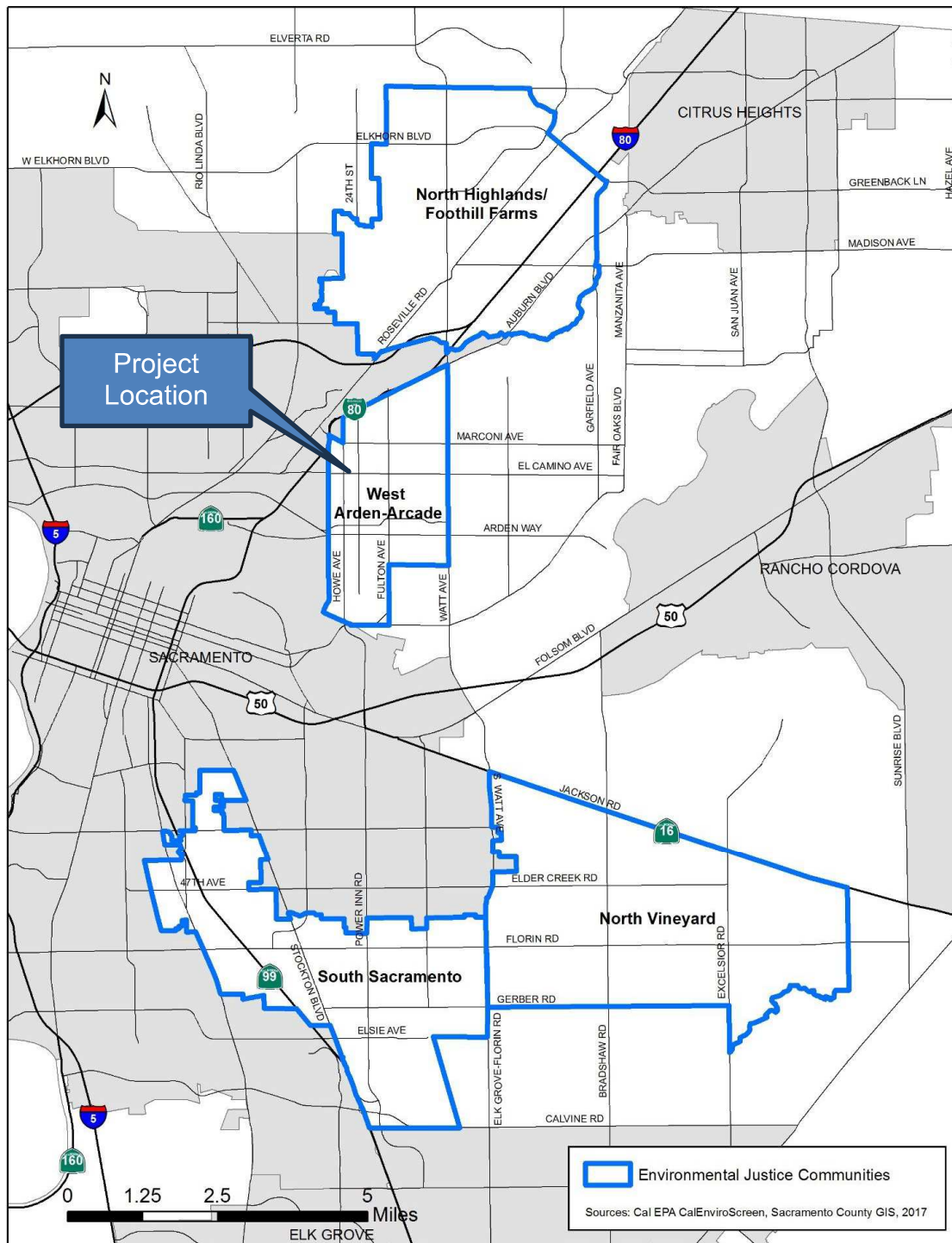
A tree inventory and map for the proposed project was prepared by Sacramento County Department of Transportation on November 17, 2022 (See Appendix B). The inventory identifies all tree species, drip lines, and estimated canopy area with notes on each specimen's overall health and assessed project impact. A total of 87 trees exist within the project's footprint, 67 of which will remain in place with minor to no impact to their drip lines. 20 non-native trees are proposed for removal due to construction encroachment. There are no identified protected native tree or oak species within the project site (See Table IS-6 below).

The full project site falls within the Environmental Justice community of West Arden Arcade (See Plate IS-12). According to the Sacramento County General Plan Environmental Justice Element, West Arden Arcade currently achieves a tree canopy considered equitable to adjacent non-EJ communities (Sacramento County EJ Element, p.51). West Arden Arcade is also subject to the Countywide Policy EJ-24 which proposes a minimum 35 percent increase in tree canopy by 2040.

Table IS-6: Trees Proposed for Removal

Number	Species	Canopy Area	Notes
24	Crape Myrtle	201.06	APN: 278-0260-034, North Side
25	Crape Myrtle	50.27	APN: 278-0260-034, North Side
26	Crape Myrtle	12.57	APN: 278-0260-034, North Side
29	Liquid Amber	2,123.72	APN: 279-0243-011, North Side
30	Liquid Amber	1,017.88	APN: 279-0243-011, North Side
39	Crape Myrtle	12.57	APN: 285-0010-020, South Side
40	Southern Magnolia	380.13	APN: 285-0010-020, South Side
41	Southern Magnolia	380.13	APN: 285-0010-020, South Side
42	Southern Magnolia	314.16	APN: 285-0010-020, South Side
43	Southern Magnolia	380.13	APN: 285-0010-020, South Side;
44	Southern Magnolia	452.39	APN: 285-0010-021, South Side
45	Southern Magnolia	314.16	APN: 285-0010-021, South Side
46	Southern Magnolia	615.75	APN: 285-0010-021, South Side
48	Southern Magnolia	1,385.44	APN: 285-0010-021, South Side
49	Chanticleer Pear	314.16	APN: 285-0021-015, South Side
50	Crape Myrtle	3.14	APN: 285-0021-025, South Side
51	Crape Myrtle	12.57	APN: 285-0021-025, South Side
56	Sycamore	1,963.50	APN: 285-0031-019, South Side
87	Redwood	415.48	APN: 286-0022-047, South Side

Plate IS-12: Sacramento County Environmental Justice Communities



DISCUSSION OF PROJECT IMPACTS: NON-NATIVE TREES AND SHADE CANOPY

The total non-native tree canopy loss due to the proposed removal of 20 non-native trees is estimated at approximately 5,332 square feet of canopy. To compensate for the loss of non-native tree canopy, tree plantings consistent with General Plan policy CO-145 will be required. This will be accomplished by planting enough trees from the County's approved landscape tree list so that planted trees yield an equivalent amount of canopy utilizing the Sacramento County Department of Transportation 15-year shade values. Mitigation will require either on-site replanting of non-native trees to the greatest extent feasible, or payment into the Greenprint program.

As an EJ community, West Arden Arcade requires maintenance of an equitable tree canopy and demonstrable progress toward the 2040 goal of 35 percent net increase in overall tree canopy. This increases the need for on-site replacement of non-native trees with an equivalent amount of canopy utilizing the Sacramento County Department of Transportation 15-year shade values. As such, removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to 125% the acreage of non-native tree canopy removed (See Mitigation Measure D). Impacts associated with non-native tree canopy removal are ***less than significant with mitigation***.

HAZARDS AND HAZARDOUS MATERIALS

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

- Create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials or if it will create reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, or;
- Be located on a site which is included on a list of hazardous materials sites and, as a result, creates a significant hazard to the public or environment.

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

The GeoTracker program, which is a resource for identifying environmental data (including the location of leaking storage tanks, cleanup sites, disposal sites, monitoring

wells, sites with hazardous waste permits and the status of such sites) for regulated facilities, is maintained by the State Water Resources Control Board. A search of the Geotracker database indicated the presence of two Clean Up Program sites and ten leaking underground storage tank (LUST) cleanup sites within .25 miles of the project site. All cleanups are currently listed as resolved. A search of the Envirostor database did not indicate the presence of known HAZMAT sites. The project is not located on a known hazardous materials site.

LEAD IN ROADSIDE SOILS

The project involves the ROW acquisition for a number of properties within the project area. The Land Use section of this document details which parcels will be subject to acquisitions as well as the extent of said acquisitions. ROW will be acquired along various portions of both sides of the project roadways to a width from approximately 1 to 10 feet.

Historically, lead was a common fuel additive, and as such, there is a possibility that the roadside soils may be contaminated with lead. This is called aerially deposited lead (ADL). Since construction of the project will disturb soil along roadways which may contain lead deposited by passing automobiles, requirements outlined in Title 8, Section 1532.1, will apply to the project pursuant to the California Code of Regulations. A Lead Compliance Plan will be required based upon the determination of applicability by a certified and/or registered professional.

Aerially deposited lead (ADL) is normally found along exposed soils adjacent to roadways. Segments of the project limits within the various roadway locations have either been fully paved or partially paved with exposed soil. Construction workers will be required to follow Title 8 OSHA rules/regulation pertaining to lead exposure, and in addition, notification and compliance with Title 8, Section 1532.1 will be addressed in contracting and construction documents for potential hazardous waste/material issues associated with soil potentially containing ADL. Mitigation is included requiring the preparation of a Phase II Initial Site Assessment (ISA) prior to ground disturbing activities. With mitigation, project impacts associated with hazards and hazardous materials are considered ***less than significant***.

TRIBAL CULTURAL RESOURCES

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

- Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

A “Tribal Cultural Resource” is defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical

resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant.

SACRAMENTO COUNTY GENERAL PLAN CONSERVATION ELEMENT

The Sacramento County General Plan Conservation Element contains several policies aimed at preserving Tribal Cultural Resources within the County:

CO-150. Utilize local, state and national resources, such as the NCIC, to assist in determining the need for a cultural resources survey during project review.

CO-152. Consultations with Native American tribes shall be handled with confidentiality and respect regarding sensitive cultural resources on traditional tribal lands.

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 archeological significance of the site merits excavation and recording procedure. On-site reinterment shall have priority. The project developer shall provide the burden of proof that off site reinterment is the only feasible alternative. Reinterment shall be the responsibility of local tribal representatives.

CO-156. The cost of all excavation conducted prior to completion of the project shall be the responsibility of the project developer.

CO-157. Monitor projects during construction to ensure crews follow proper reporting, safeguards, and procedures.

DISCUSSION OF PROJECT IMPACTS: TRIBAL CULTURAL RESOURCES

County Planning and Environmental Review (PER) conducted a records search on January 3rd, 2024, with the North Central Information Center (NCIC) to identify any registered archaeological sites or known resources within .5 miles of the project site. The search returned no results.

County PER submitted a Sacred Lands File request to the Native American Heritage Commission (NAHC) on December 28th, 2023, for additional information of known ancestral territories or sacred lands within .5 miles of the project site. On January 3rd, 2024, NAHC replied with negative results.

County PER distributed AB-52 notifications to all consulting tribes within Sacramento County on January 3rd, 2024. At a monthly tribal consultation meeting on January 23rd, 2024, the United Auburn Indian Community (UAIC) responded to consult, confirming that the project occurs within their ancestral territory, and in close proximity to known resources. UAIC's representatives requested a Tribal Cultural Resources discussion section be in the Initial Study with an "Inadvertent Discoveries" advisory and paid tribal

monitoring mitigation (See Mitigation Measures E and F). Thus, impacts relating to Tribal Cultural Resources are ***less than significant with mitigation***.

ENVIRONMENTAL MITIGATION MEASURES

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

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Control of fugitive dust is required by District Rule 403 and enforced by District staff.

1. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
2. 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.
3. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
5. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

1. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title

13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

2. Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic.

MITIGATION MEASURE B: AVOID, MINIMIZE AND COMPENSATE FOR IMPACTS ON CHICKEN RANCH SLOUGH AND STRONG RANCH SLOUGH AND COMPLY WITH FEDERAL, STATE, AND LOCAL PERMITS

Prior to project implementation, the County and/or its construction contractor shall refine designs and construction plans related to installation of the box culvert extensions over Chicken Ranch Slough and Strong Ranch Slough and obtain the necessary permits for impacts on any jurisdictional features, if required. These include the following permits:

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

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

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

MITIGATION MEASURE C: MIGRATORY BIRD NEST PROTECTION

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

1. If construction activity (which includes clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1 and August 31, a survey for active migratory bird nests shall be conducted no more than 14 days prior to construction by a qualified biologist.
2. Trees slated for removal shall be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during the nesting season, which is February through August, shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.
3. If active nest(s) are found in the survey area, a non-disturbance buffer, the size of which has been determined by a qualified biologist, shall be established and maintained around the nest to prevent nest failure. All construction activities shall be avoided within this buffer area until a qualified biologist determines that nestlings have fledged, or until September 1.

MITIGATION MEASURE D: NON-NATIVE TREE CANOPY

Removal of 5,332 square feet of non-native tree canopy for sidewalk and roadway improvements shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed plus 25% pursuant to General Plan policy (6,665 square feet). New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento County Tree Foundation).

MITIGATION MEASURE E: HAZARDOUS MATERIALS (ADL)

Prior to project construction, prepare a Phase II Preliminary Environmental Assessment (ESA) which includes conducting soil lead testing within the limits of work in order to characterize the lateral and vertical extent and concentration of Aerially Deposited Lead (ADL).

1. Samples should be collected at various depths to determine the vertical extent of contamination and associated concentrations.
2. Analyze for Total Threshold Limit Concentration (TTLC). If it is greater than 1,000 mg/kg, it is hazardous waste.
3. If it is less than 1,000 mg/kg, it needs to be analyzed by the Waste Extraction Test (WET), unless it is less than 50 mg/kg (cannot fail WET below this concentration).

4. Analyze by WET for Soluble Threshold Limit Concentration (STLC). If it is greater than 5 mg/l, it is considered hazardous waste. If it is less than 5 mg/l it is not considered hazardous waste.
5. If the soil is not hazardous waste, but is contaminated at levels above background, implement a lead compliance plan and lead awareness training pursuant to Title 8 of the California Code of Regulations (Section 1532.1).

MITIGATION MEASURE F: INADVERTENT DISCOVERY OF CULTURAL RESOURCES OR 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 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 G: COMPENSATED CONSTRUCTION MONITORING BY OFFICIAL TRIBAL MONITOR

The project is required to retain an official tribal monitor from the United Auburn Indian Community to observe all ground disturbance activities to occur during the construction phase:

- 1. Communication Protocols for Monitoring:** The applicant shall develop a set of communication protocols, to the satisfaction of the County and tribes, to identify all points of contact and to ensure that tribes are notified when the applicant will proceed with authorized construction activities. Points of contact will be established for the applicant, construction supervisor, monitoring tribes, and County Archaeologist, and the contact numbers and email addresses must be documented and shared among all parties. Points of contact are responsible for identifying backup representatives in the event they are unable to perform due to an absence or other reasons.
- 2. Tribal Monitoring:** All construction-related ground-disturbing activity shall be monitored by a qualified tribal representative from UAIC on this Project to ensure that the procedures for unanticipated discoveries are addressed expeditiously and in accordance with the plan. The requirements for a monitor should be inclusive of all day and night construction activity that has the potential to result in ground disturbance. "Ground-disturbing activity" is defined herein as any activities that have the potential to disturb soil beyond that which was reasonably visible to tribal representatives and archaeologists during the pre- Project pedestrian survey. This includes grading; trenching; excavation for below-ground utility installation or foundation work; and any other below the ground activities. Monitoring is not required for backfilling of previously excavated areas, placement of equipment into excavated areas, reseeding, or revegetation, regrading or contouring of soil that was previously monitored, or for any aboveground Project activity or construction that does not include ground disturbance, but monitors are allowed to observe upon request.

The applicant is responsible for contacting tribal monitors whenever ground disturbance is to occur. If tribal monitors do not respond within 24 hours of the notification, the applicant will notify the County that contact was made with no response received and may proceed with ground disturbance following the guidelines of Measure E.

Tribal monitors will have the authority to request a temporary and reasonable pause of ground-disturbing activities within 50 feet of a discovery of up to 30 minutes to safely examine the ground more closely for indications of potential tribal cultural resources, without being impeded by construction equipment. Positive findings do not have a time limit for evaluation and recovery. In the event of the discovery of a potential tribal cultural resource, the procedures in Mitigation Measure F shall apply.

MITIGATION MEASURE COMPLIANCE

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

INITIAL STUDY CHECKLIST

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
4. AESTHETICS - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?			X		The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?			X		The project is not located in a non-urbanized area.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		Construction will not substantially degrade the visual character or quality of the project site. The project does not conflict with applicable zoning and other regulations governing scenic quality.
d. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X		The project proposes to replace and/or relocate 36 utility poles containing street lighting and signals. The number of lights will remain the same, therefore the project will not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.
5. AIRPORTS - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The project will not result in increased demand for water supply.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		The project will not result in the construction of new service line extensions. No significant new impacts would result.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. New gutter facilities are proposed within existing roadways and other developed areas, and the extension of facilities would take place within areas of existing infrastructure. There will be minor extension of box culverts where Chicken Ranch Slough and Strong Ranch Slough drain beneath Arden Way (Refer to Hydrology and Water Quality Discussion Section). No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Some utility lines will be routed underground to accommodate the street completion. Existing utility lines are located along existing roadways and other developed areas, and the relocation of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project may incrementally increase demand for emergency services but would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public-school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
7. TRANSPORTATION - Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?				X	The proposed transportation project will reduce/have no impacts on vehicle miles traveled and is presumed to cause a less than significant transportation impact.
b. Result in a substantial adverse impact to access and/or circulation?			X		The proposed project is intended to improve existing access and/or circulation patterns. No impacts are anticipated as a result of the project.
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project supports the alternative transportation policies of the Sacramento County General Plan, the Alternative Transportation Plan and other adopted policies, plans or programs supporting alternative transportation.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
8. AIR QUALITY - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?		X			The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site. See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors.
9. NOISE - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary.
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?		X			The project does not involve any permanent modifications that would substantially alter the existing drainage pattern and/or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant. Refer to the Hydrology and Water Quality Discussion in the Environmental Effects section above.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project site is in a local flood hazard area, but not in a federally mapped floodplain. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology and Water Quality discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		The project site is not within a 100-year floodplain.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		The project does not propose any permanent physical changes that would affect runoff from the site, though dewatering may be necessary during the construction phase within Chicken Ranch Slough and Strong Ranch Slough. Refer to the Hydrology and Water Quality Discussion in the Environmental Effects section above.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.
11. GEOLOGY AND SOILS - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Prilo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Prilo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?			X		The project is not located on an unstable geologic or soil unit.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?			X		A public sewer system is available to serve the project.
e. Result in a substantial loss of an important mineral resource?			X		The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
12. BIOLOGICAL RESOURCES - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations. See Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?		X			The project site contains potential riparian habitat within Chicken Ranch and Strong Ranch Sloughs. Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?		X			Channelized culverts for Chicken Ranch Slough and Strong Ranch Slough run beneath the project site, with some work requiring access and temporary alteration to the riparian habitat. Refer to the Biological Resources discussion in the Environmental Effects section above.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X		Resident and/or migratory wildlife may be displaced by project construction; however, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected.
e. Adversely affect or result in the removal of native or landmark trees?			X		There are no identified Native and/or landmark trees within the project site.
f. Conflict with any local policies or ordinances protecting biological resources?		X			The project proposes the removal of twenty non-native trees. Mitigation is included to ensure impacts are less than significant. Refer to the Biological Resources discussion in the Environmental Effects section above.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?			X		There are no known conflicts with any approved plan for the conservation of habitat.
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No known historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?			X		The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		The project site is located outside any area considered sensitive for the existence of undiscovered human remains.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?		X			Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was received from the United Auburn Indian Community (UAIC). Tribal cultural resources have not been identified in the project area, but subsurface discoveries are known to occur throughout the Arden Arcade area. Refer to the Tribal Cultural Resources discussion in the Environmental Effects Section above.
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of known hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of known hazardous material.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project does not involve the use or handling of known hazardous material.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		A search of the Geotracker database indicated the presence of two Clean Up Program sites and ten LUST cleanup sites within .25 miles of the project site. All cleanups are currently listed as resolved. A search of the Envirostor database did not indicate the presence of known HAZMAT sites. The project is not located on a known hazardous materials site.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		The project promotes compliance with Title 24, Green Building Code, and will ensure that all project energy efficiency requirements are met resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements.
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X			GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. The project is within the screening criteria for construction related impacts related to air quality.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose of reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan		X		
Community Plan		X		

Arden Way Complete Streets, Phase II

Land Use Zone				X			
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APPENDICES

Appendix A: Preliminary Right of Way Acquisition Map

Appendix B: Tree Inventory List and Map

Appendix C: Utilities Relocation Map

Appendices can be found on the Planning and Environmental Review website at:

<https://planningdocuments.sacounty.net/projectdetails.aspx?projectID=8779&communityID=0>

INITIAL STUDY PREPARERS

Environmental Coordinator: Julie Newton

Section Manager: Kevin Messerschmitt

Project Leader: Candise Vogel

Office Manager: Belinda Wekesa-Watts

Administrative Support: Kim Reading



COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



DATE: DECEMBER 2022

HORIZONTAL SCALE: 1"=60'

VERTICAL SCALE: NONE

DRAWN BY: KRG

DESIGN BY: KRG

CHECK BY: KRG

DWG B1 of B5

EXHIBIT B2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

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MATCH LINE - SEE ABOVE

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COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



DATE: DECEMBER 2022

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VERTICAL SCALE: NONE

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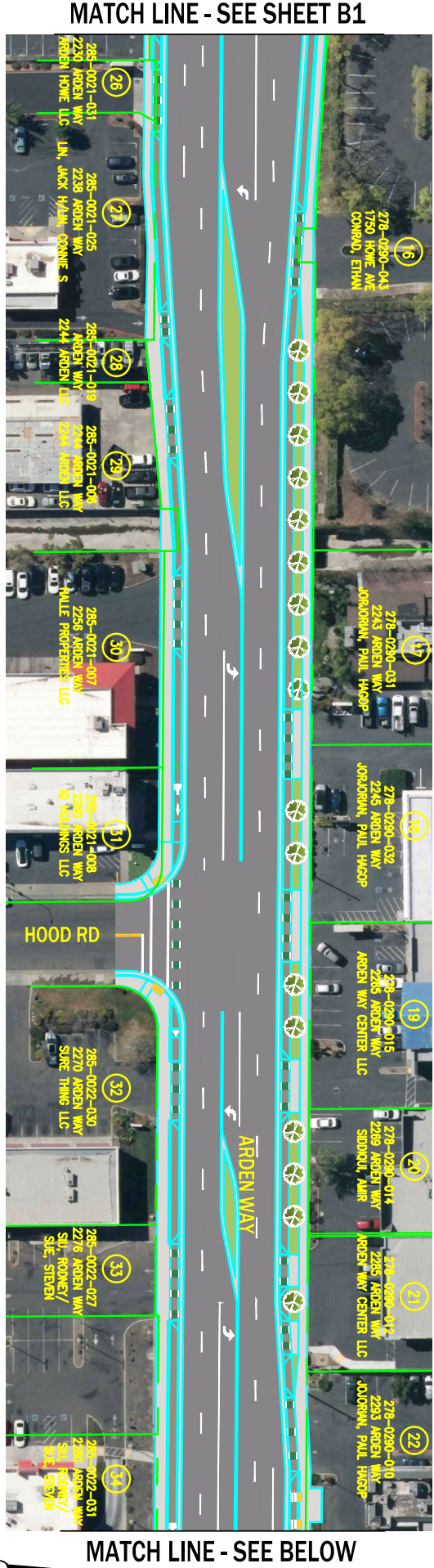
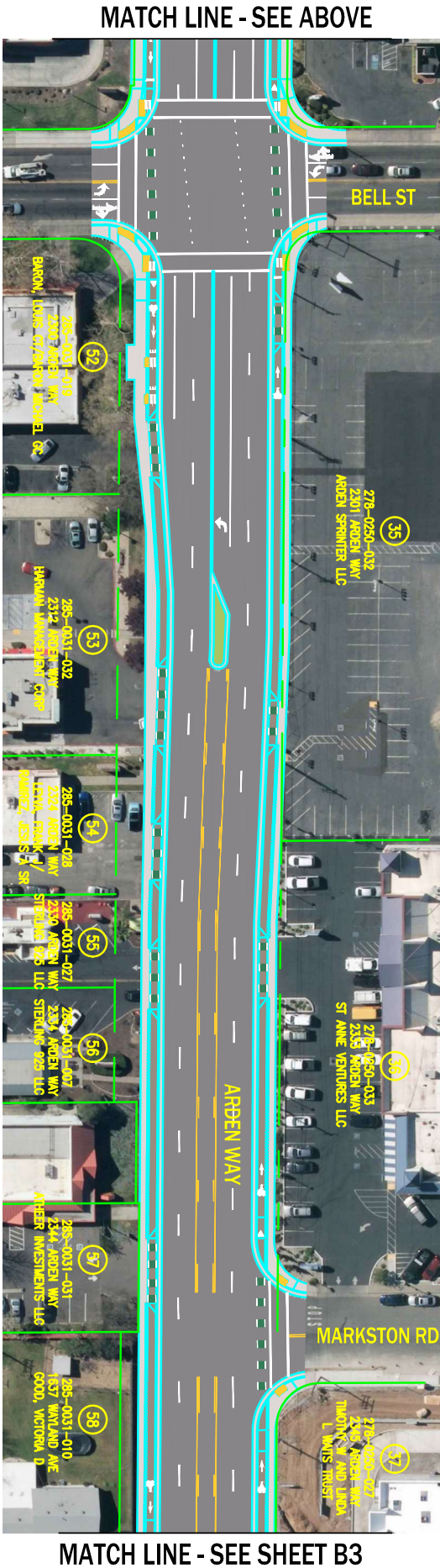
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EXHIBIT B2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

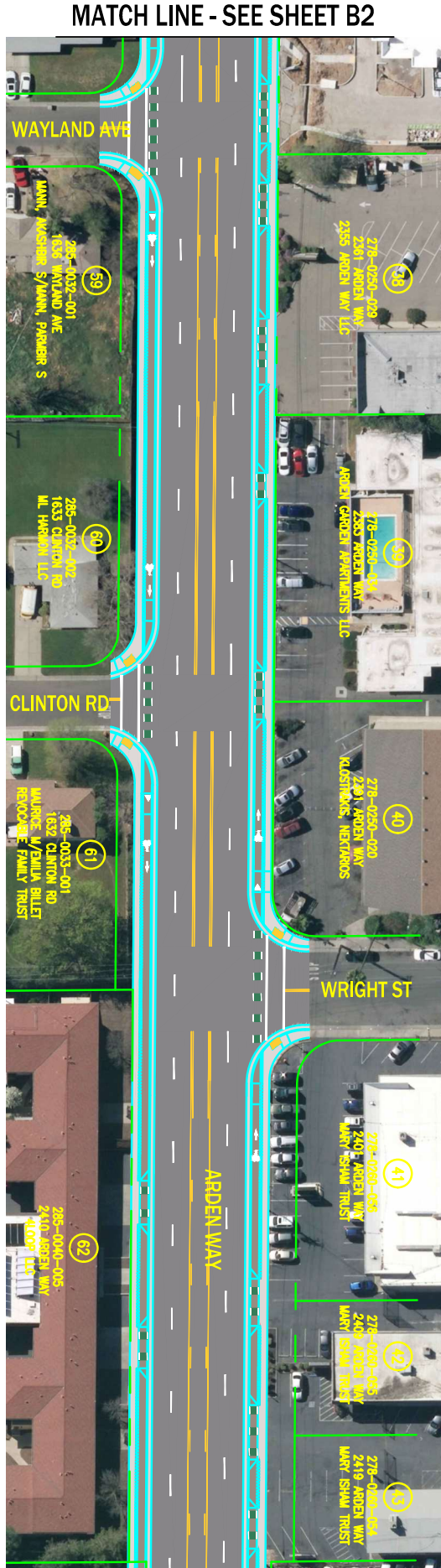
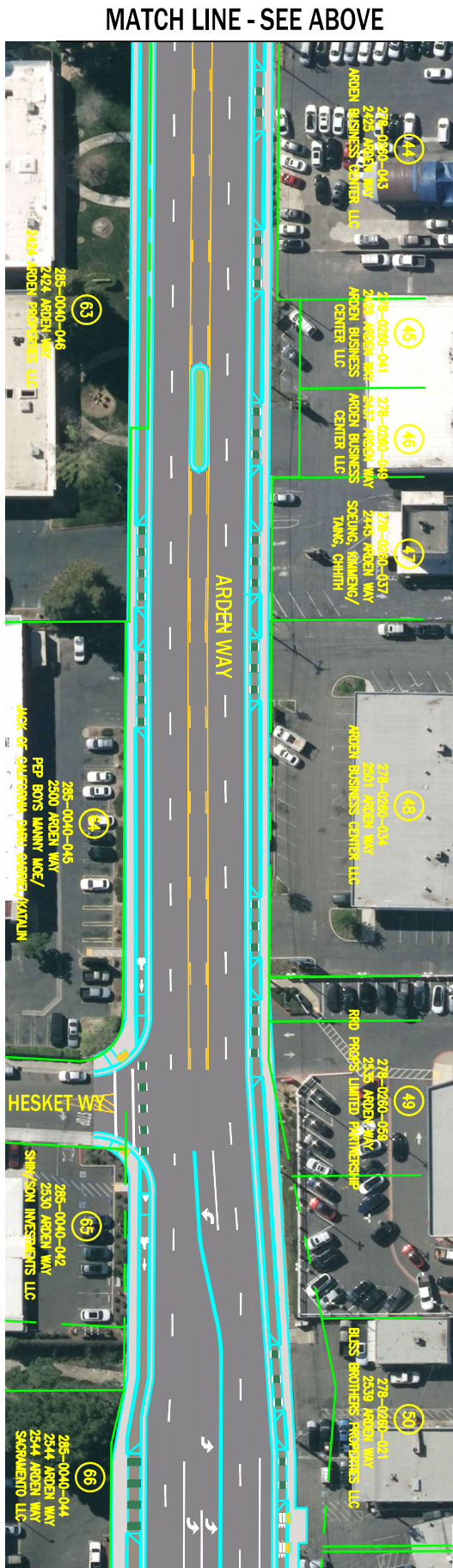
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COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



EXHIBIT B2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'	VERTICAL SCALE: NONE	DRAWN BY: KRQ	DESIGN BY: KRQ	CHECK BY: KRQ	DWG B4 of B5
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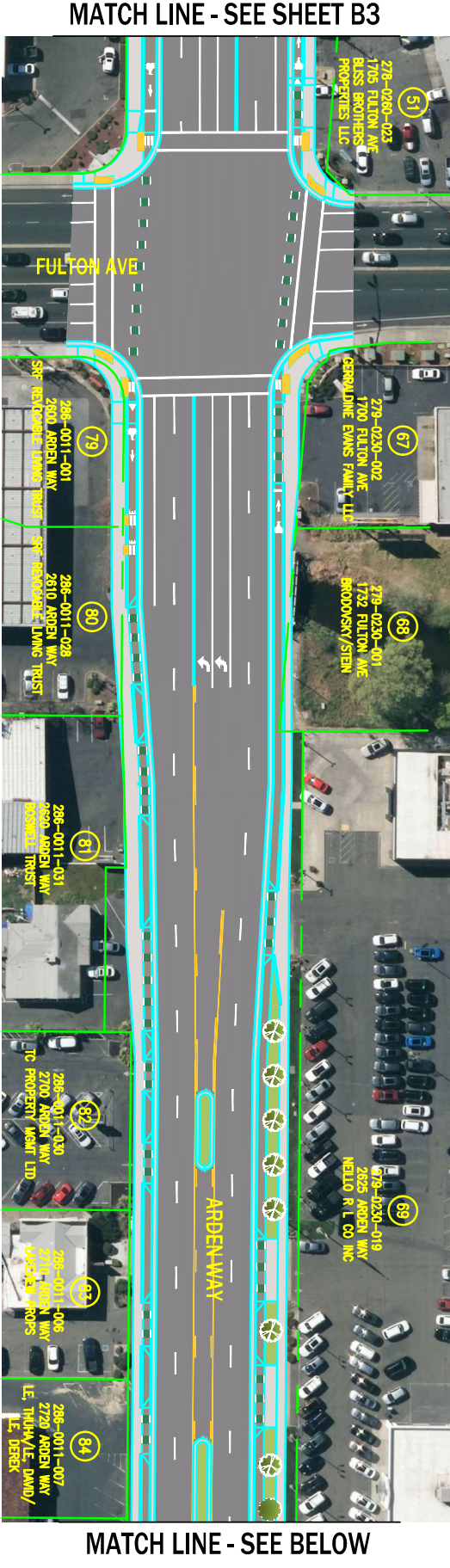
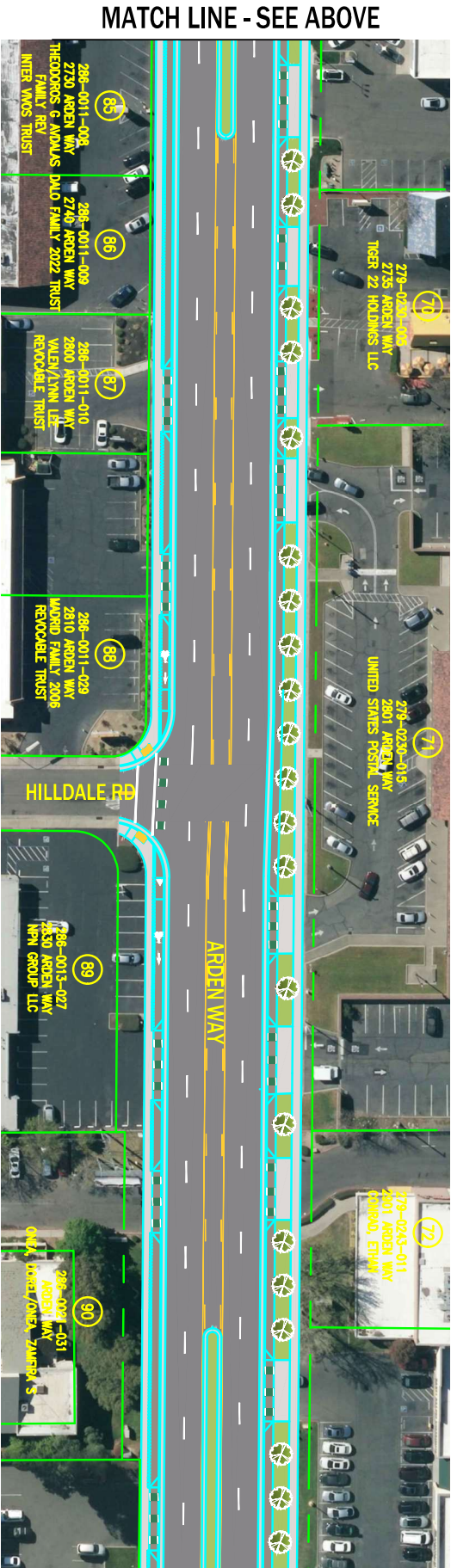




EXHIBIT B2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY - ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'
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VERTICAL SCALE: NONE

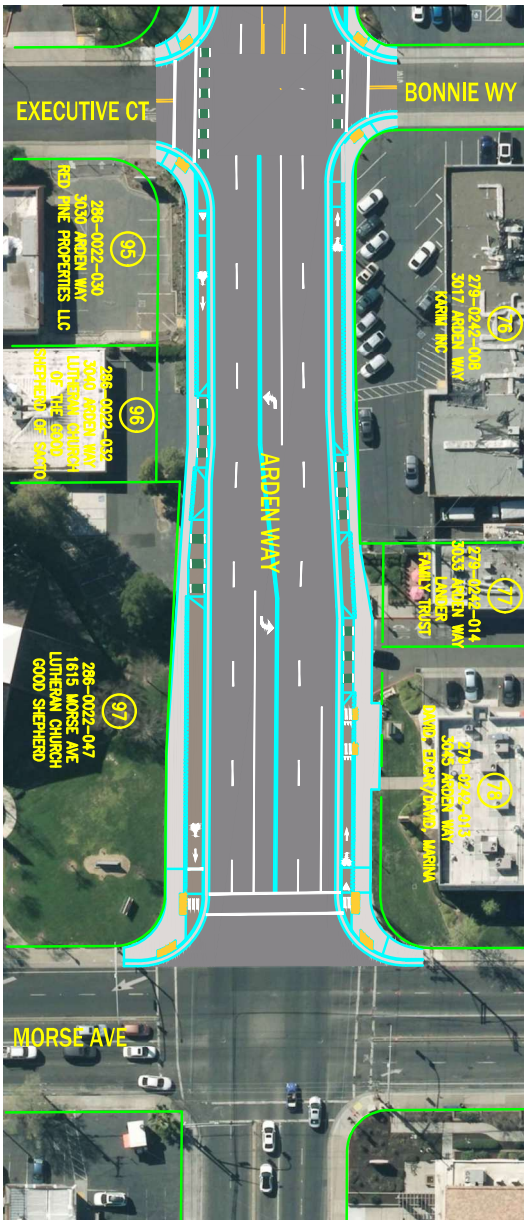
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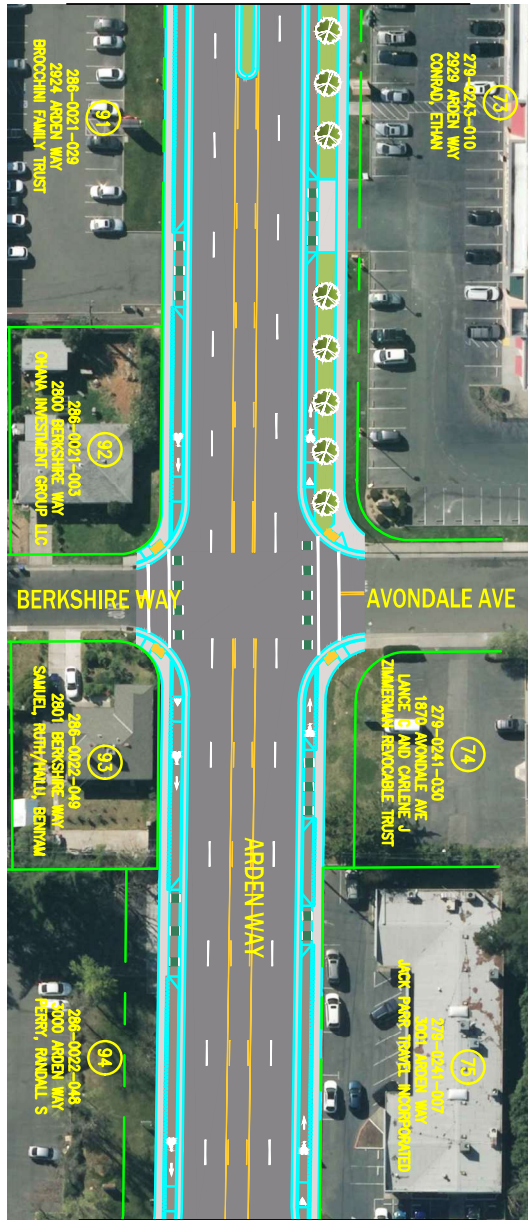
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DWG B5 of B5

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MATCH LINE - SEE SHEET B4



MATCH LINE - SEE BELOW



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COUNTY OF SACRAMENTO
MUNICIPAL SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION
TREE INVENTORY LIST - Prepared by Henry Yasui, Sr., Landscape Architect & Hussein Abdu, Assoc. Landscape Architect - November 17, 2022

Arden Way Complete Street Phase 2 - Morse Ave to 640' West of Howe Ave

EXHIBIT

#	DESCRIPTION (dbh) inches	DRIPLINE (radius) feet	CANOPY AREA	VICOR/ STRUCTURE	NOTES	SETTING/LOCATION	IMPACT & CONSTRUCTION NOTES
1	Mexican Fan Palm (12)	1	3.14	Good/Good		APN: 278-0223-009, North Side; Irrigated Planter 50%, Paved Area 50%	No Impact (protect in place)
2	Mexican Fan Palm (12)	1	3.14	Good/Good		APN: 278-0223-009, North Side; Irrigated Planter 50%, Paved Area 50%	No Impact (protect in place)
3	Crape Myrtle (6)	6	113.10	Good/Good		APN: 278-0223-027, North Side; Irrigated Planter 50%, Sidewalk 50%	6'-8" from BOC; (P) sidewalk to be placed @ ex. Sidewalk location (protect in place)
4	Crape Myrtle (6)	6	113.10	Good/Good		APN: 278-0223-027, North Side; Irrigated Planter 50%, Sidewalk 50%	6'-8" from BOC; (P) sidewalk to be placed @ ex. Sidewalk location (protect in place)
5	Crape Myrtle (7)	6	113.10	Good/Good		APN: 278-0223-027, North Side; Irrigated Planter 50%, Sidewalk 50%	6'-8" from BOC; (P) sidewalk to be placed @ ex. Sidewalk location (protect in place)
6	Crape Myrtle (7)	7	153.94	Good/Good		APN: 278-0223-027, North Side; Irrigated Planter 50%, Sidewalk 50%	6'-8" from BOC; (P) sidewalk to be placed @ ex. Sidewalk location (protect in place)
7	Crape Myrtle (7)	7	153.94	Good/Good		APN: 278-0223-027, North Side; Irrigated Planter 50%, Sidewalk 50%	6'-8" from BOC; (P) sidewalk to be placed @ ex. Sidewalk location (protect in place)
8	Crape Myrtle (8)	7	153.94	Good/Good		APN: 278-0223-027, North Side; Irrigated Planter 50%, Sidewalk 50%	6'-8" from BOC; (P) sidewalk to be placed @ ex. Sidewalk location (protect in place)
9	Hackberry (9)	12	452.39	Good/Good		APN: 278-0290-041, North Side; Irrigated Planter 80%, Paved Area 20%	No Impact (protect in place)
10	Hackberry (7)	11	380.13	Good/Good		APN: 278-0290-041, North Side; Irrigated Planter 80%, Paved Area 20%	No Impact (protect in place)
11	Hackberry (7)	11	380.13	Good/Good		APN: 278-0290-041, North Side; Irrigated Planter 80%, Paved Area 20%	No Impact (protect in place)
12	Hackberry (6)	9	254.47	Good/Good		APN: 278-0290-041, North Side; Irrigated Planter 80%, Paved Area 20%	No Impact (protect in place)
13	Stone Pine (24)	26	2,123.72	Good/Good		APN: 278-0290-041, North Side; Irrigated Planter 30%, Paved Area 70%	No Impact (protect in place)
14	Stone Pine (21)	20	1,256.64	Good/Fair		APN: 278-0290-041, North Side; Irrigated Planter 30%, Paved Area 70%	No Impact (protect in place)
15	Hackberry (16)	22	1,520.53	Good/Good		APN: 278-0290-043, North Side; Irrigated Planter 50%, Paved Area 50%	Minor Impact; 2' elevated from roadway, minimal surface roots (protect in place)
16	Hackberry (12)	16	804.25	Good/Good		APN: 278-0290-043, North Side; Irrigated Planter 50%, Paved Area 50%	Minor Impact; 2' elevated from roadway, minimal surface roots (protect in place)
17	Hackberry (14)	18	1,017.88	Good/Good		APN: 278-0290-043, North Side; Irrigated Planter 50%, Paved Area 50%	Minor Impact; 2' elevated from roadway, minimal surface roots (protect in place)
18	Hackberry (21)	27	2,290.22	Good/Good		APN: 278-0290-043, North Side; Irrigated Planter 50%, Paved Area 50%	Minor Impact; 2' elevated from roadway, minimal surface roots (protect in place)
19	Crape Myrtle (4)	6	113.10	Good/Good		APN: 278-0290-043, North Side; Irrigated Planter 50%, Paved Area 50%	Minor Impact; 2' elevated from roadway, minimal surface roots (protect in place)
20	Queen Palm (8)	8	201.06	Good/Good		APN: 278-0290-031, North Side; Irrigated Turf 90%, Sidewalk 10%	2'-8" from BOC, no impact (protect in place)
21	Queen Palm (8)	8	201.06	Good/Good		APN: 278-0290-031, North Side; Irrigated Turf 90%, Sidewalk 10%	2'-8" from BOC, no impact (protect in place)
22	Queen Palm (8)	8	176.71	Good/Good	8' Brown Trunk	APN: 278-0290-031, North Side; Irrigated Turf 90%, Sidewalk 10%	2'-8" from BOC, no impact (protect in place)

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COUNTY OF SACRAMENTO
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TREE INVENTORY LIST - Prepared by Henry Yassli, Sr., Landscape Architect & Hussein Abdu, Assoc. Landscape Architect - November 17, 2022

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#	DESCRIPTION (dbh) inches	DRIPLINE (radius) feet	CANOPY AREA	VICOR/ STRUCTURE	NOTES	SETTING/LOCATION	IMPACT & CONSTRUCTION NOTES
23	Mexican Fan Palm (12)	8	201.06	Good/Good		APN: 278-0250-029, North Side; Non-Irrigated Planter 80%, Sidewalk 20%	Directly at BOC, minor impact (protect in place)
24	Crape Myrtle (4)	8	201.06	Good/Good	3' Brown Trunk	APN: 278-0260-034, North Side; Irrigated Planter 100%	Remove due to construction
25	Crape Myrtle (2.5)	4	50.27	Good/Good		APN: 278-0260-034, North Side; Irrigated Planter 100%	Remove due to construction
26	Crape Myrtle (1.1, 5.2)	2	12.57	Good/Good		APN: 278-0260-034, North Side; Irrigated Planter 100%	Remove due to construction
27	Crape Myrtle (4.5, 7)	18	1,017.88	Good/Good		APN: 278-0260-059, North Side; Irrigated Planter 100%	No Impact (protect in place)
28	Crape Myrtle (4)	4	50.27	Good/Good		APN: 278-0260-059, North Side; Irrigated Planter 100%	No Impact (protect in place)
29	Liquid Amber (23)	26	2,123.72	Good/Good		APN: 279-0243-011, North Side; Irrigated Turf 100%	Removal due to construction
30	Liquid Amber (17)	18	1,017.88	Good/Good		APN: 279-0243-011, North Side; Irrigated Turf 100%	Removal due to construction
31	Sycamore (8)	13	530.93	Good/Good	Minimal Surface Rooting	Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
32	Sycamore (8)	13	530.93	Good/Good	Minimal Surface Rooting	Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
33	Sycamore (6)	10	314.16	Good/Good	Minimal Surface Rooting	Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
34	Sycamore (9)	16	804.25	Good/Good	Minimal Surface Rooting	Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
35	Sycamore (6)	8	201.06	Good/Good		Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
36	Sycamore (7)	13	530.93	Good/Good		Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
37	Sycamore (7)	15	706.86	Good/Good		Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
38	Sycamore (10)	15	706.86	Good/Fair	Topped due to overhead utilities	Irrigated Median 40%, Pavement 60%	Minimal impact, new median curbing (protect in place)
39	Crape Myrtle (2)	2	12.57	Good/Good		APN: 285-001 0-020, South Side; Irrigated Planter 50%, Paved Area 50%	Remove due to construction
40	Southern Magnolia (8)	11	380.13	Good/Good		APN: 285-001 0-020, South Side; Irrigated Planter 50%, Paved Area 50%	Remove due to construction
41	Southern Magnolia (7)	11	380.13	Good/Good		APN: 285-001 0-020, South Side; Irrigated Planter 50%, Paved Area 50%	Remove due to construction
42	Southern Magnolia (7)	10	314.16	Good/Good		APN: 285-001 0-020, South Side; Irrigated Planter 50%, Paved Area 50%	Remove due to construction
43	Southern Magnolia (4, 7)	11	380.13	Good/Good		APN: 285-001 0-021, South Side; Irrigated Planter 30%, Paved Area 70%	Remove due to construction
44	Southern Magnolia (9)	12	452.39	Good/Good		APN: 285-001 0-021, South Side; Irrigated Planter 30%, Paved Area 70%	Remove due to construction
45	Southern Magnolia (6)	10	314.16	Fair/Fair		APN: 285-001 0-021, South Side; Irrigated Planter 30%, Paved Area 70%	Remove due to construction
46	Southern Magnolia (7)	14	615.75	Good/Good		APN: 285-001 0-021, South Side; Irrigated Planter 30%, Paved Area 70%	Remove due to construction

Legend	
20	Remove
67	Protect in Place

COUNTY OF SACRAMENTO
MUNICIPAL SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION
TREE INVENTORY LIST - Prepared by Henry Yasui, Sr., Landscape Architect & Hussein Abdu, Assoc. Landscape Architect - November 17, 2022

Arden Way Complete Street Phase 2 - Morse Ave to 640' West of Howe Ave

EXHIBIT

#	DESCRIPTION (dbh) inches	DRIPLINE (radius) feet	CANOPY AREA	VICOR/ STRUCTURE	NOTES	SETTING/LOCATION	IMPACT & CONSTRUCTION NOTES
47	Southern Magnolia (9)	12	452.39	Good/Good		APN: 285-001-0-021, South Side; Irrigated Planter 300%, Paved Area 70%	Remove due to construction
48	Southern Magnolia (14)	21	1,385.44	Good/Poor	Large wound in trunk	APN: 285-001-0-021, South Side; Irrigated Planter 300%, Paved Area 70%	Remove due to construction
49	Chanticleer Pear (8)	10	314.16	Good/Good		APN: 285-0021-015, South Side; Irrigated Planter 400%, Paved Area 60%	Remove due to construction
50	Grape Myrtle (2)	1	3.14	Good/Good		APN: 285-0021-025, South Side; Irrigated Planter 100%	Remove due to construction
51	Grape Myrtle (3)	2	12.57	Good/Good		APN: 285-0021-025, South Side; Irrigated Planter 100%	Remove due to construction
52	Red Maple (3)	5	78.54	Good/Good		APN: 285-0022-031, South Side; Irrigated Planter 100%	No Impact (protect in place)
53	Red Maple (3)	4	50.27	Good/Good		APN: 285-0022-031, South Side; Irrigated Planter 100%	No Impact (protect in place)
54	Red Maple (3)	3	28.27	Good/Good		APN: 285-0022-031, South Side; Irrigated Planter 100%	No Impact (protect in place)
55	Sycamore (22)	20	1,256.64	Good/Fair		APN: 285-0031-019, South Side; Irrigated Planter 800%, Paved Area 20%	Minimal Impact (protect in place)
56	Sycamore (18)	25	1,963.50	Good/Good		APN: 285-0031-019, South Side; Irrigated Planter 800%, Paved Area 20%	Remove due to construction
57	Sycamore (23)	31	3,019.07	Good/Good		APN: 285-0031-019, South Side; Irrigated Planter 800%, Paved Area 20%	New bus pad (protect in place)
58	Elm (20)	29	2,642.08	Good/Good		APN: 285-0031-019, South Side; Irrigated Planter 600%, Paved Area 40%	Minimal Impact (protect in place)
59	Purple Leaf Plum (9)	12	452.39	Good/Good		APN: 285-0031-032, South Side; Irrigated Turf 70%, Paved Area 30%	No Impact (protect in place)
60	Purple Leaf Plum (8)	11	380.13	Good/Good		APN: 285-0031-032, South Side; Irrigated Turf 70%, Paved Area 30%	No Impact (protect in place)
61	Purple Leaf Plum (7)	10	314.16	Good/Good		APN: 285-0031-032, South Side; Irrigated Turf 70%, Paved Area 30%	No Impact (protect in place)
62	Sycamore (18)	30	2,827.43	Good/Good		APN: 285-0032-002, South Side; Backyard 90%, Sidewalk 10%	No Impact (protect in place)
63	Modesto Ash (30)	25	1,963.50	Good/Good		APN: 285-0032-002, South Side; Backyard 90%, Sidewalk 10%	No Impact (protect in place)
64	Modesto Ash (30)	30	2,827.43	Good/Good		APN: 285-0033-001, South Side; Backyard 80%, Paved Area 20%	No Impact (protect in place)
65	Grape Myrtle (9)	12	452.39	Good/Good		APN: 285-0040-005, South Side; Irrigated Turf 100%	No Impact (protect in place)
66	Red Maple (8)	8	201.06	Good/Good		APN: 285-0040-005, South Side; Irrigated Turf 100%	No Impact (protect in place)
67	Chanticleer Pear (12)	16	804.25	Good/Good		APN: 285-0040-046, South Side; Irrigated Turf 95%, Sidewalk 5%	No Impact (protect in place)
68	Redwood (24)	18	1,017.88	Good/Good		APN: 285-0040-046, South Side; Irrigated Turf 95%, Sidewalk 5%	No Impact (protect in place)
69	Redwood (24)	15	706.86	Good/Good	Parking Lot Shade Tree	APN: 285-0040-046, South Side; Irrigated Turf 80%, Paved Area 20%	No Impact (protect in place)
70	Redwood (25)	16	804.25	Good/Good		APN: 285-0040-046, South Side; Irrigated Turf 95%, Sidewalk 5%	No Impact (protect in place)
71	Tulip Tree (14)	14	615.75	Good/Good		APN: 285-0040-045, South Side; Irrigated Planter 90%, Paved Area 10%	Minimal Impact (protect in place)
72	Stone Pine (36)	32	3,216.99	Good/Good		APN: 285-0040-044, South Side; Non-Irrigated Planter 50%, Paved AreaChannel 50%	No Impact (protect in place)
73	Pin Oak (11)	20	1,256.64	Good/Good		APN: 286-0011-001, South Side; Irrigation Planter 40%, Paved Area 60%	Minimal Impact (protect in place)
74	Pin Oak (8.5)	16	804.25	Good/Good		APN: 286-0011-001, South Side; Irrigation Planter 40%, Paved Area 60%	Minimal Impact (protect in place)
75	Pin Oak (9.5)	20	1,256.64	Good/Good		APN: 286-0011-028, South Side; Irrigation Planter 40%, Paved Area 60%	Minimal Impact (protect in place)

Legend	
20	Remove
67	Protect in Place

COUNTY OF SACRAMENTO
MUNICIPAL SERVICES AGENCY
DEPARTMENT OF TRANSPORTATION
TREE INVENTORY LIST - Prepared by Henry Yasin, Sr., Landscape Architect & Hussein Abdu, Assoc. Landscape Architect - November 17, 2022

Arden Way Complete Street Phase 2 - Morse Ave to 640' West of Howe Ave

EXHIBIT

#	DESCRIPTION (dbh) inches	DRIPLINE (radius) feet	CANOPY AREA	VICOR/ STRUCTURE	NOTES	SETTING/LOCATION	IMPACT & CONSTRUCTION NOTES
76	Mexican Fan Palm (26)	7	153.94	Good/Good	25' + Brown Trunk	APN: 286-0011-028, South Side; Non-Irrigated Planter 100%	Minimal impact (protect in place)
77	Mexican Fan Palm (15.5, 13)	8	201.06	Good/Fair	Dual Trunk, 20' & 15' Brown Trunk; Lean	APN: 286-0011-031, South Side; Non-Irrigated Planter 100%	Minimal impact (protect in place)
78	Mexican Fan Palm (16.5)	6	113.10	Good/Good	30' + Brown Trunk	APN: 286-0011-030, South Side; Non-Irrigated Planter 100%	No Impact (protect in place)
79	Mexican Fan Palm (15.5)	8	201.06	Good/Good	30' + Brown Trunk	APN: 286-0011-030, South Side; Non-Irrigated Planter 100%	No Impact (protect in place)
80	Redwood (29.5)	13	530.93	Good/Good		APN: 286-0021-031, South Side; Irrigated Turf 90%, Sidewalk 10%	No Impact (protect in place)
81	Redwood (40)	21	1,385.44	Good/Good		APN: 286-0021-031, South Side; Irrigated Turf 90%, Sidewalk 10%	No Impact (protect in place)
82	Pistache (12)	15	706.86	Good/Fair	Topped	APN: 286-0022-048, South Side; Irrigated Turf 50%, Paved Area 50%	Minimal impact (protect in place)
83	Pistache (8.5)	14	615.75	Good/Good		APN: 286-0022-048, South Side; Irrigated Turf 80%, Sidewalk 20%	3.5' from BOW (protect in place)
84	Mexican Fan Palm (18)	6	113.10	Good/Good	40' + Brown Trunk	APN: 286-0022-030, South Side; Irrigated Planter 70%, Paved Area 30%	Minimal impact (protect in place)
85	Pistache (6)	12	452.39	Good/Good		APN: 286-0022-032, South Side; Irrigated Planter 70%, Paved Area 30%	Minimal impact (protect in place)
86	Redwood (22)	10	314.16	Good/Good	Tight planter shared w/ two additional redwoods	APN: 286-0022-032, South Side; Irrigated Planter 70%, Paved Area 30%	Impact due to removal of adjacent dual redwood (protect in place). Certified Arborist may be necessary to advise
87	Redwood (17.22)	12	415.48	Good/Fair	Tight planter	APN: 286-0022-047, South Side; Irrigated Planter 70%, Paved Area 30%	Removal due to construction
88	Redwood (33)	19	1,134.11	Good/Good		APN: 286-0022-047, South Side; Irrigated Turf 90%, Paved Area 10%	No Impact (protect in place)
			Total Canopy Area SF				
			45,638.70				
			Total Canopy Area Lost SF				
			5,332.07				



COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



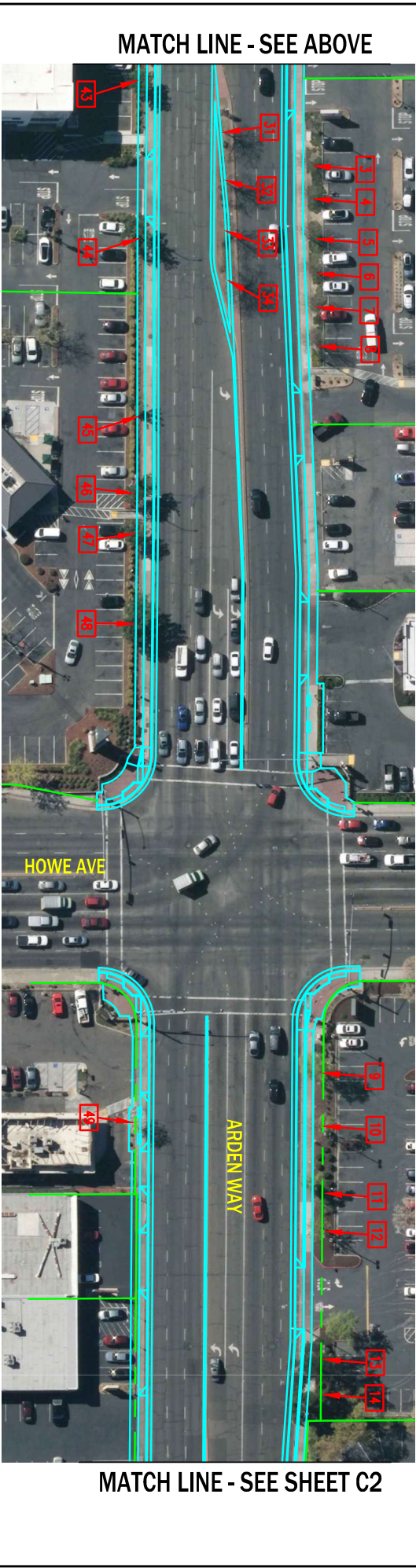
EXHIBIT C2 - PRELIMINARY TREE INVENTORY MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'	VERTICAL SCALE: NONE	DRAWN BY: KRG	DESIGN BY: KRG	CHECK BY: KRG	DWG C1 of C5
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COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



EXHIBIT C2 - PRELIMINARY TREE INVENTORY MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022

HORIZONTAL SCALE: 1"=60'

VERTICAL SCALE: NONE

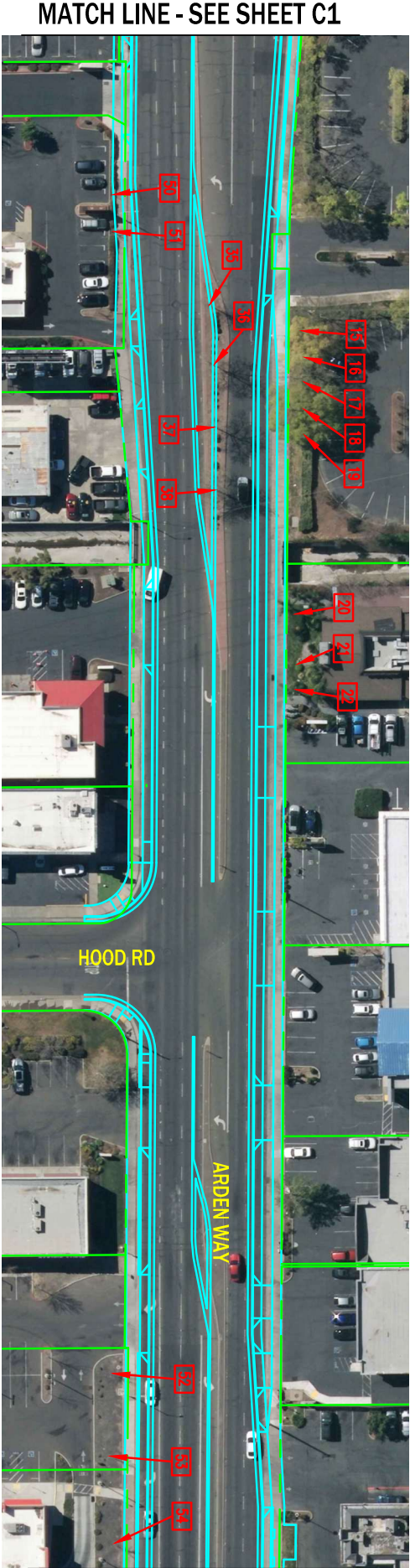
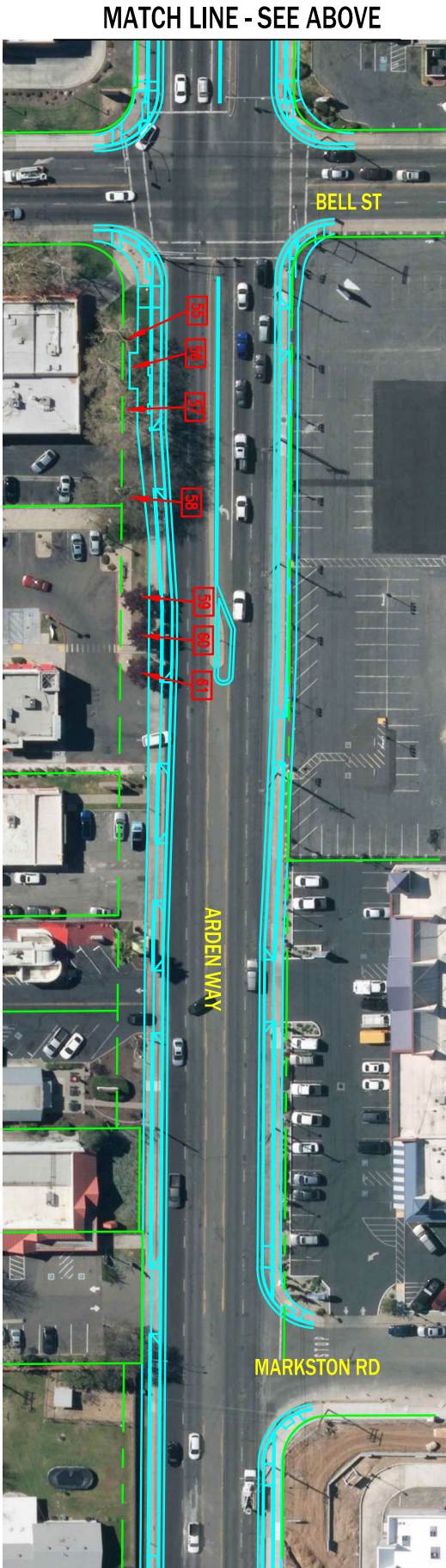
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DESIGN BY: KRG

CHECK BY: KRG

DWG C2 OF C5

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COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



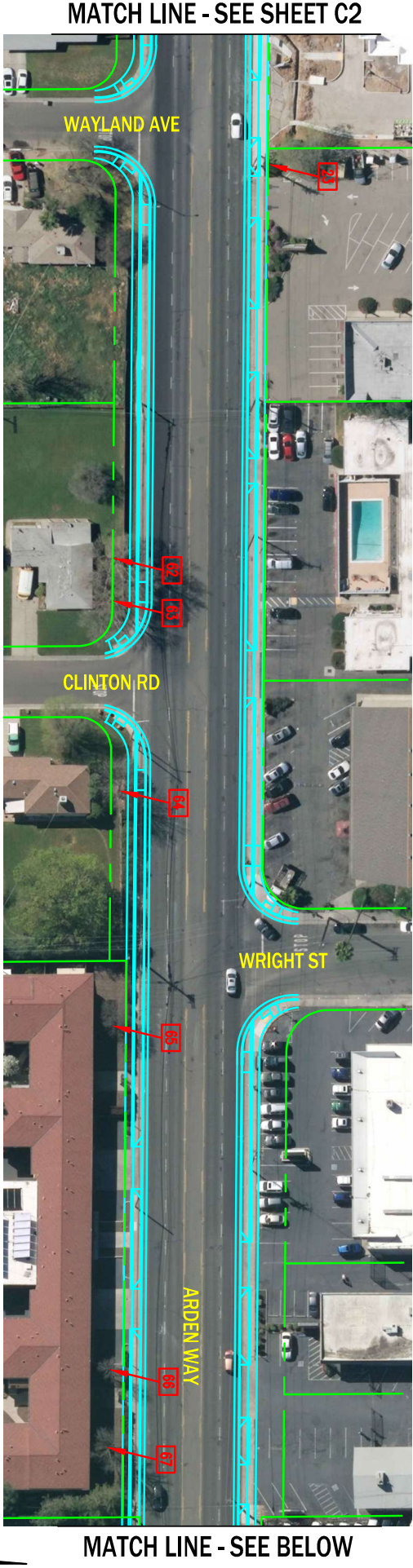
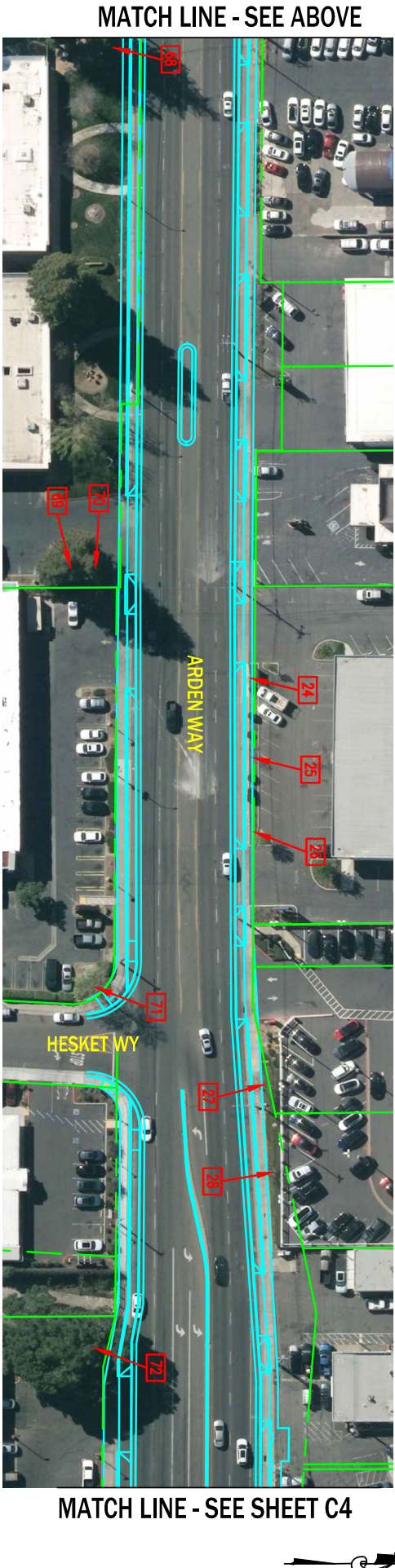
EXHIBIT C2 - PRELIMINARY TREE INVENTORY MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'	VERTICAL SCALE: NONE	DRAWN BY: KRG	DESIGN BY: KRG	CHECK BY: KRG	DWG: C3 or C5
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COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



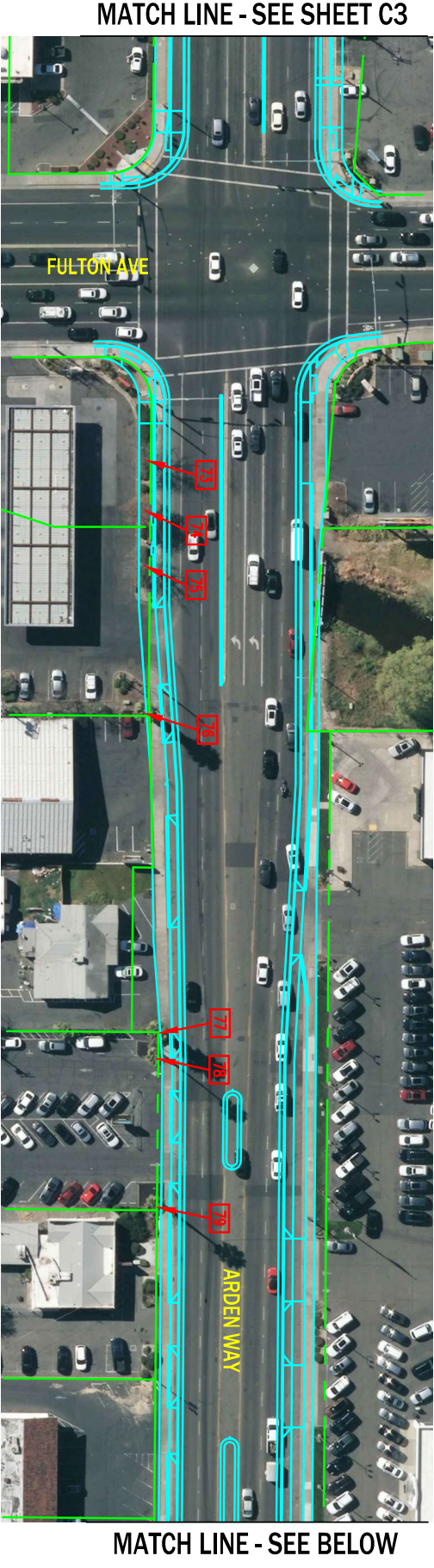
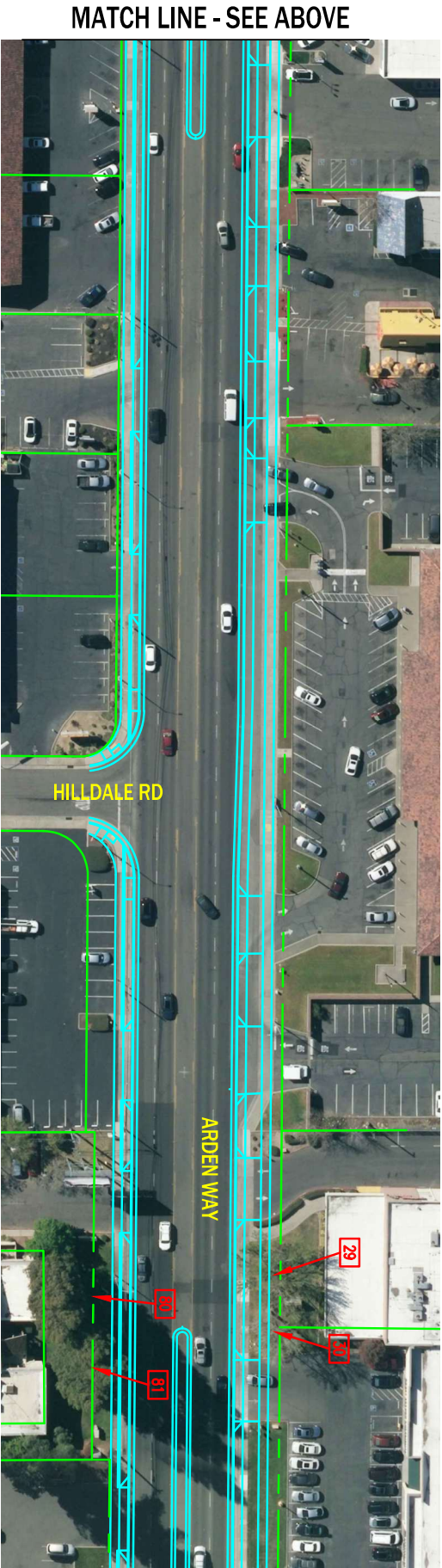
EXHIBIT C2 - PRELIMINARY TREE INVENTORY MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'	VERTICAL SCALE: NONE	DRAWN BY: KRG	DESIGN BY: KRG	CHECK BY: KRG	DWG C4 OF C5
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COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



EXHIBIT C2 - PRELIMINARY TREE INVENTORY MAP

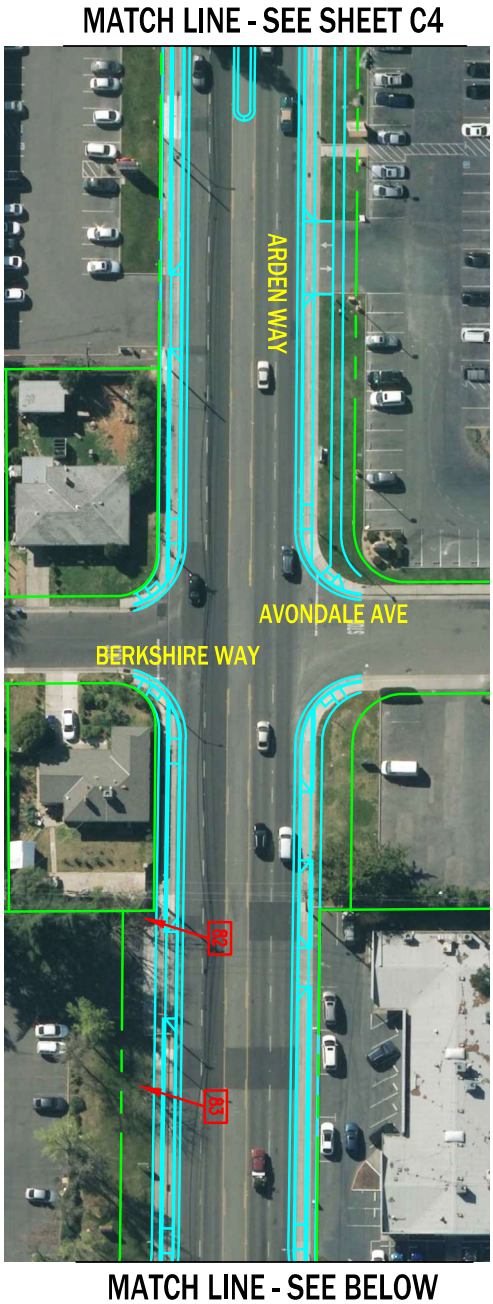
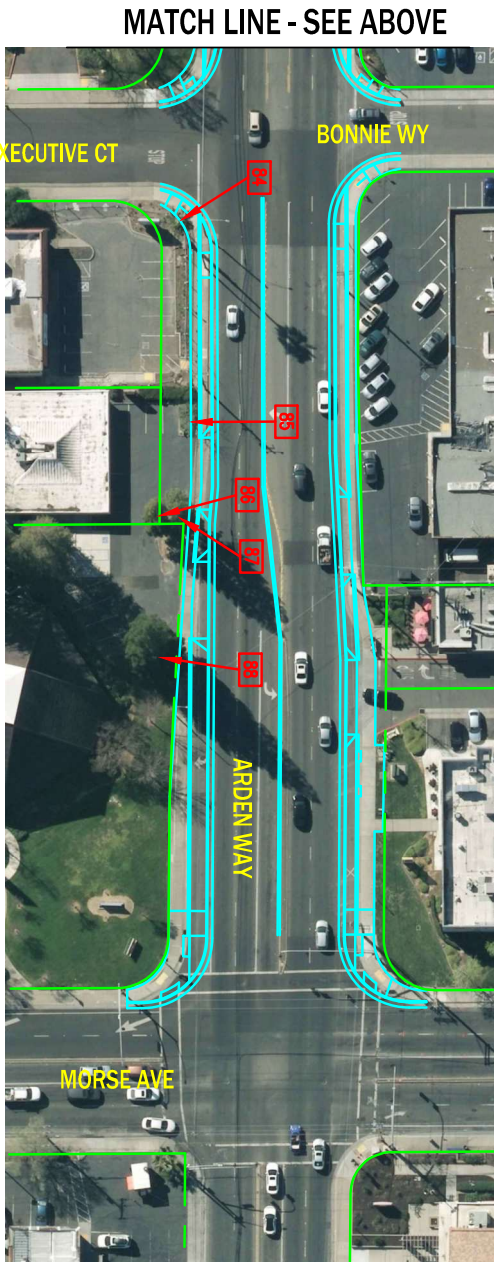
ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'	VERTICAL SCALE: NONE	DRAWN BY: KRG	DESIGN BY: KRG	CHECK BY: KRG	DWG C5 of C5
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Gotwolk





COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



DATE: DECEMBER 2022

HORIZONTAL SCALE: 1"=60'

VERTICAL SCALE: NONE

DRAWN BY: KRG

DESIGN BY: KRG

CHECK BY: KRG

DWG D1 of D5

EXHIBIT D2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

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MATCH LINE - SEE ABOVE

MATCH LINE - SEE SHEET D2

278-0223-027
2715 ARDEN WAY
ARHO LIMITED PARTNERSHIP

278-0223-007
2125 ARDEN WAY
KINNEY FARMER LLC

278-0223-032
1721 HOME AVE
ROBERT W HICKS TRUST

278-0223-041
2201 ARDEN WAY
BDC RICHMOND PARKWAY LP (MILGREEN CO)

285-0010-021
2100 ARDEN WAY
ST HOME ARDEN LLC

285-0021-015
2200 ARDEN WAY
NORBERT T WALSH TRUST

285-0021-017
2210 ARDEN WAY
JEROME A
SAVARY FAMILY
RENOVATE, INC

285-0021-018
2220 ARDEN WAY
LM, SUE G/MR, WAY

278-0223-015
2001 ARDEN WAY
WILKINSON FAMILY TRUST

278-0223-014
2021 ARDEN WAY
MODERSON FAMILY TRUST

278-0223-055
2023 ARDEN WAY
ROBERT DAMES VOLK LIVING TRUST

278-0223-136
2029 ARDEN WAY
ERNEST L/BENBARRA R
MAXX 1982 TRUST

278-0223-037
2035 ARDEN WAY
MILNER FAMILY
PROPERTIES LLC

278-0223-009
2105 ARDEN WAY
CEDAR VIEW HOLDINGS LLC

285-0010-019
2024 ARDEN WAY
LN, JACK H/LN, CONNE S

285-0010-017
2008 ARDEN WAY
TALL - INVESTMENTS INC

285-0010-018
2030 ARDEN WAY
ST HOME ARDEN LLC

LEGEND:

- 1 UTILITY POLE TO BE REPLACED OR RELOCATED
- 2 STREET LIGHT TO BE REPLACED OR RELOCATED
- 3 UTILITY VAULT/BOX TO BE REPLACED OR RELOCATED
- 4 APPROXIMATE NEW STREET LIGHT LOCATION
- 5 EXISTING STREET LIGHT ON TRAFFIC SIGNAL POLE
- 6 EXISTING STREET LIGHT ON UTILITY POLE TO BE REPLACED/RELOCATED

MATCH LINE - SEE BELOW

ETHAN WAY

278-0223-015
2001 ARDEN WAY
WILKINSON FAMILY TRUST

278-0223-014
2021 ARDEN WAY
MODERSON FAMILY TRUST

278-0223-055
2023 ARDEN WAY
ROBERT DAMES VOLK LIVING TRUST

278-0223-136
2029 ARDEN WAY
ERNEST L/BENBARRA R
MAXX 1982 TRUST

278-0223-037
2035 ARDEN WAY
MILNER FAMILY
PROPERTIES LLC

278-0223-009
2105 ARDEN WAY
CEDAR VIEW HOLDINGS LLC

285-0010-019
2024 ARDEN WAY
LN, JACK H/LN, CONNE S

285-0010-017
2008 ARDEN WAY
TALL - INVESTMENTS INC

285-0010-018
2030 ARDEN WAY
ST HOME ARDEN LLC



COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
SACDOT DEPARTMENT OF TRANSPORTATION



DATE: DECEMBER 2022

HORIZONTAL SCALE: 1"=60'

VERTICAL SCALE: NONE

DRAWN BY: KRG

DESIGN BY: KRG

CHECK BY: KRG

DWG D2 OF D5

EXHIBIT D2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

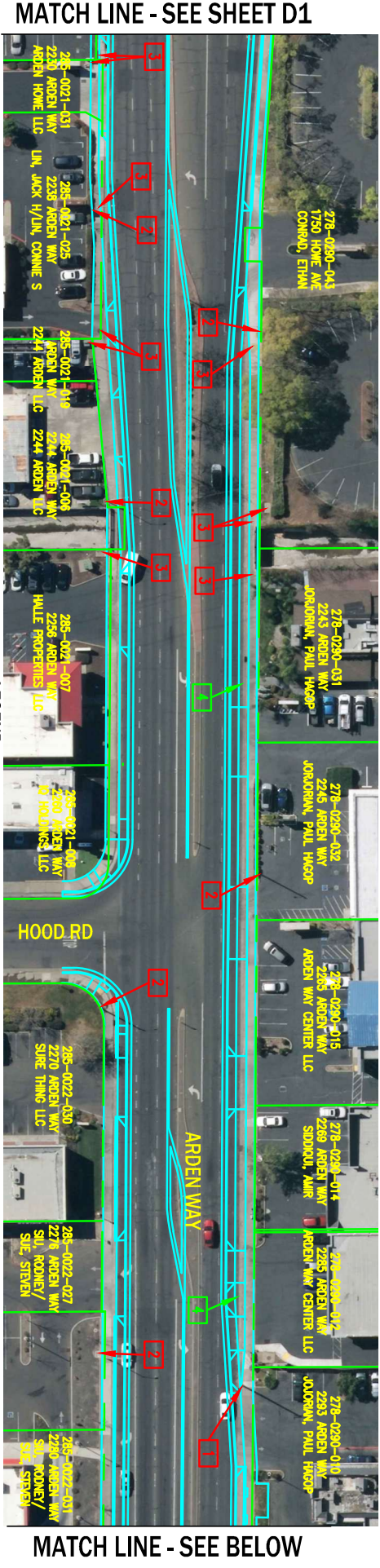
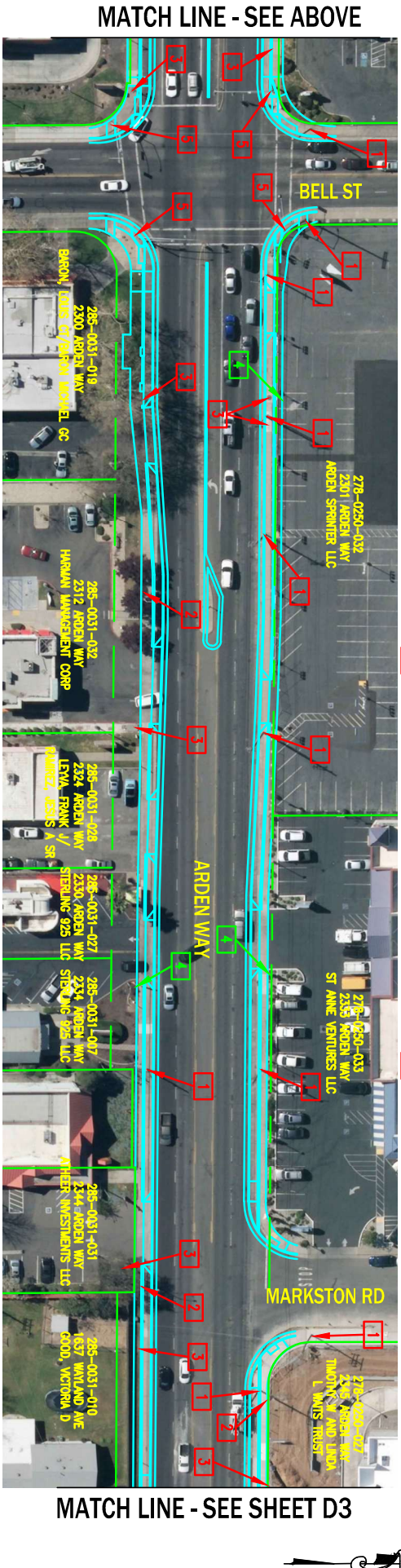
ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY - ETHAN WAY TO MORSE AVE

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Westone



- LEGEND:
- 1 UTILITY POLE TO BE REPLACED OR RELOCATED
 - 2 STREET LIGHT TO BE REPLACED OR RELOCATED
 - 3 UTILITY VAULT/BOX TO BE REPLACED OR RELOCATED
 - 4 APPROXIMATE NEW STREET LIGHT LOCATION
 - 5 EXISTING STREET LIGHT ON TRAFFIC SIGNAL POLE
 - 6 EXISTING STREET LIGHT ON UTILITY POLE TO BE REPLACED/RELOCATED



COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



DATE: DECEMBER 2022

HORIZONTAL SCALE: 1"=60'

VERTICAL SCALE: NONE

DRAWN BY: KRG

DESIGN BY: KRG

CHECK BY: KRG

DWG D3 of D5

EXHIBIT D2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

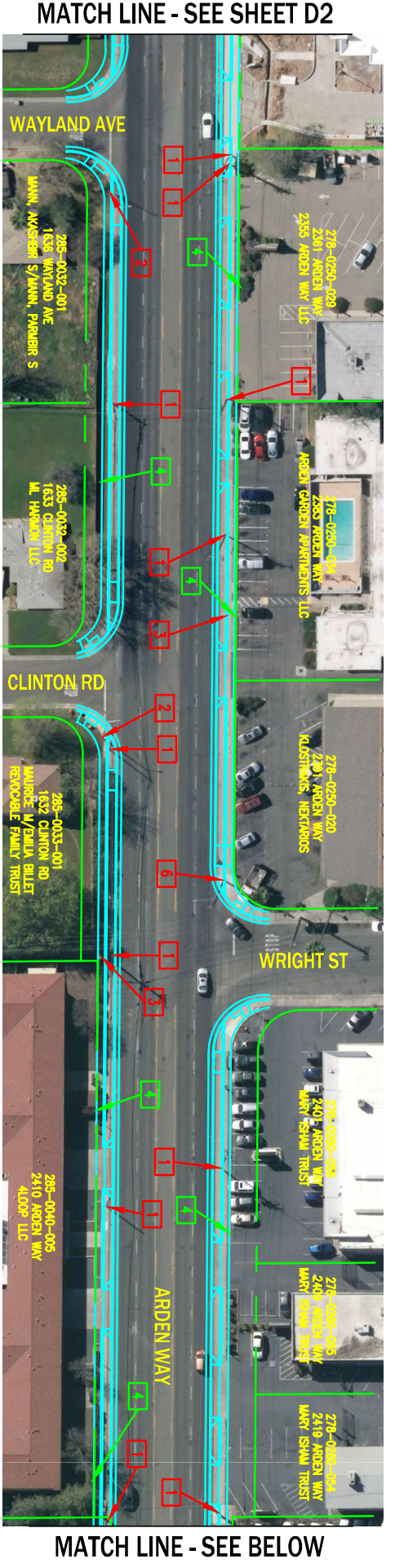
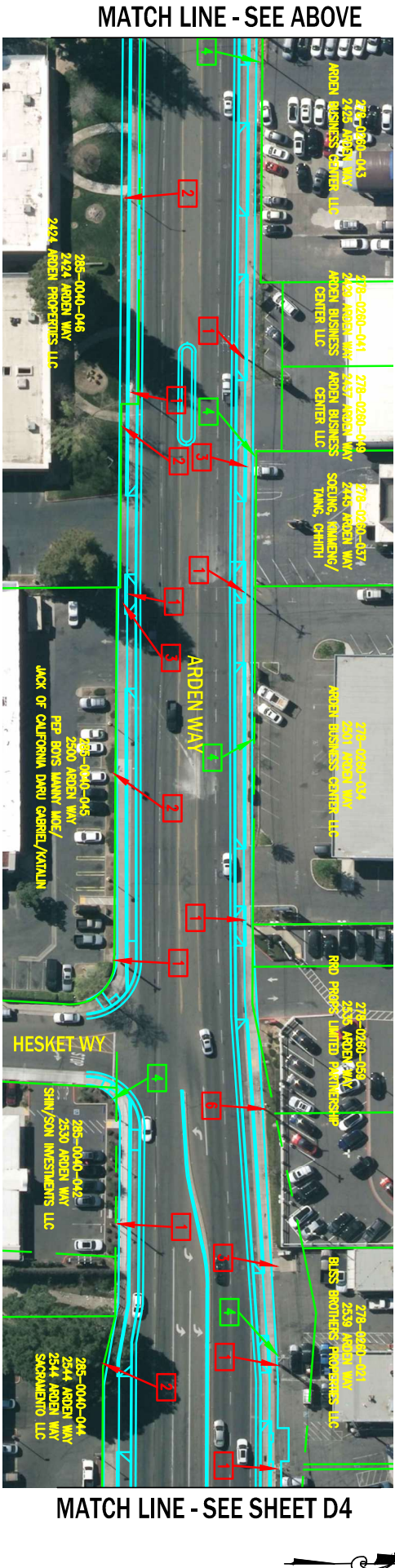
ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY - ETHAN WAY TO MORSE AVE

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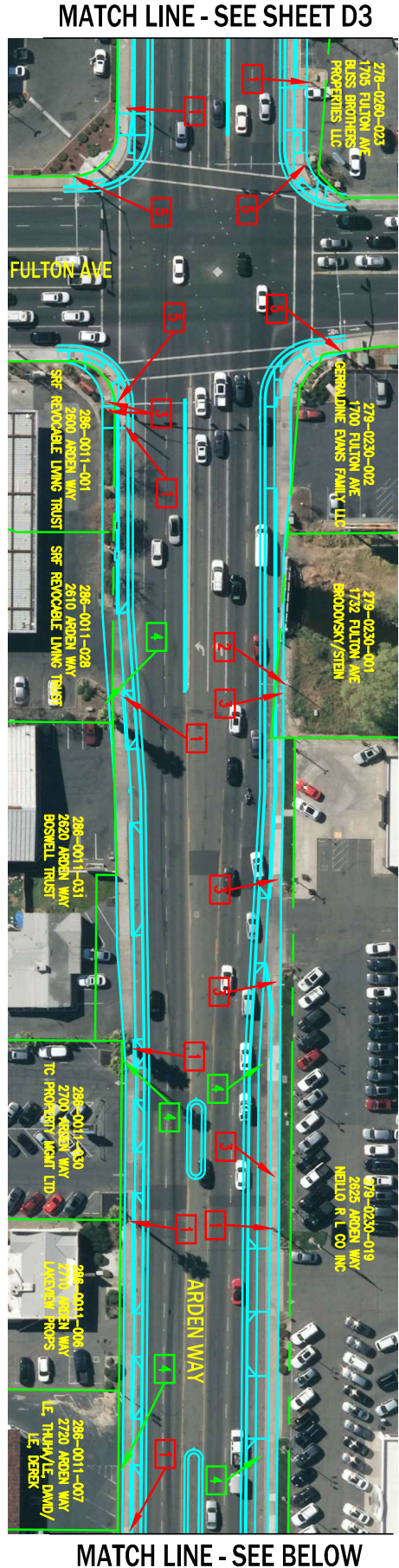
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Westone



- LEGEND:**
- 1 UTILITY POLE TO BE REPLACED OR RELOCATED
 - 2 STREET LIGHT TO BE REPLACED OR RELOCATED
 - 3 UTILITY VAULT/BOX TO BE REPLACED OR RELOCATED
 - 4 APPROXIMATE NEW STREET LIGHT LOCATION
 - 5 EXISTING STREET LIGHT ON TRAFFIC SIGNAL POLE
 - 6 EXISTING STREET LIGHT ON UTILITY POLE TO BE REPLACED/RELOCATED

COMMUNITY SERVICES AGENCY SACRAMENTO COUNTY SACDOT DEPARTMENT OF TRANSPORTATION		EXHIBIT D2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP ARDEN WAY COMPLETE STREETS PHASE 2 ARDEN WAY – ETHAN WAY TO MORSE AVE				
DATE: DECEMBER 2022	HORIZONTAL SCALE: 1"=60'	VERTICAL SCALE: NONE	DRAWN BY: KRG	DESIGN BY: KRG	CHECK BY: KRG	DWG D4 of D5





COMMUNITY SERVICES AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION



EXHIBIT D2 - PRELIMINARY RIGHT-OF-WAY ACQUISITION MAP

ARDEN WAY COMPLETE STREETS PHASE 2

ARDEN WAY – ETHAN WAY TO MORSE AVE

DATE: DECEMBER 2022

HORIZONTAL SCALE: 1"=60'

VERTICAL SCALE: NONE

DRAWN BY: KRG

DESIGN BY: KRG

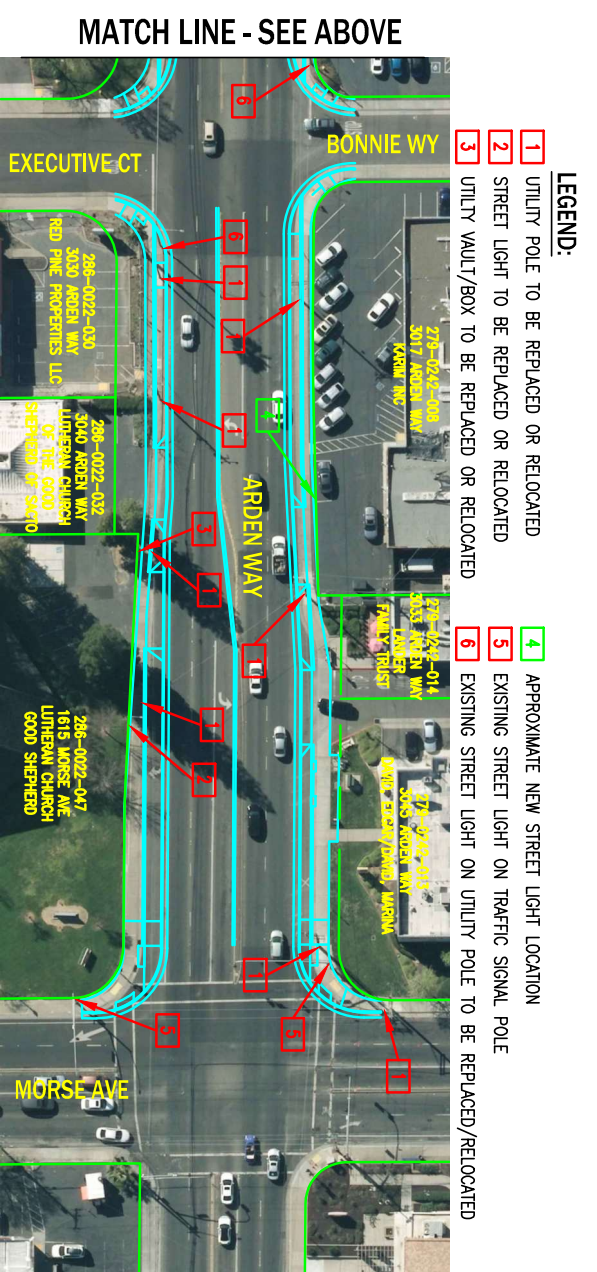
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DWG D5 of D5

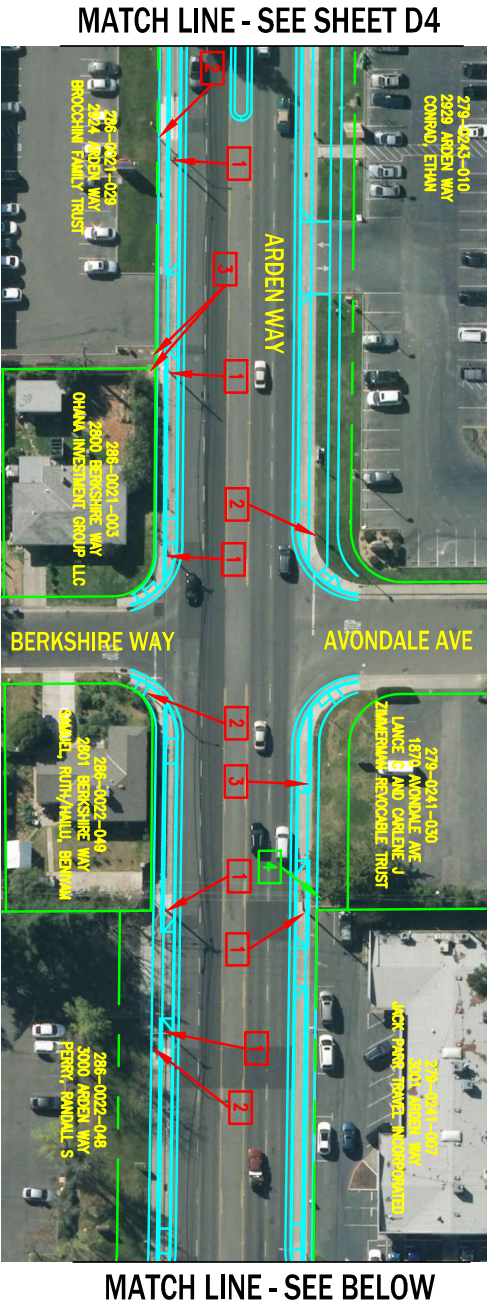
P:\SHARED FOLDERS\PROJECTS\ARDEN WAY COMPLETE STREETS PHASE 2\AUTOCAD\EXHIBITS\ENVIRONMENTAL REQUEST\EXHIBIT D2 – PRELIMINARY UTILITY RELOCATION, ADDL STREET LIGHTS.DWG

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MATCH LINE - SEE BELOW



**APPENDIX D - RESPONSE TO COMMENTS ON THE
DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)**

ARDEN COMPLETE STREETS PHASE II

CONTROL NUMBER: PLER2022-00134

The text that follows introduces each Draft IS/MND reviewer and presents their comments in either “as stated” or paraphrased form. Responses to those comments immediately follow. Written comments received in full letter format conclude the Response to Comments.

Comment letters were received from the following individuals and/or agencies:

- Letter 1** Sacramento Municipal Utility District (SMUD), 6201 S Street, P.O. Box 15830, Sacramento, CA 95852-1830.
- Letter 2** Sacramento Metropolitan Air Quality Management District (SMAQMD), 777 12th Street, Suite 300, Sacramento, CA 95814.
- Letter 3** Central Valley Regional Water Quality Control Board (CVRWQCB), 11020 Sun Center Drive #200, Rancho Cordova, CA 95670.
- Letter 4** Patrick Tully, Bitwise Properties, Inc. 2400 Arden Way, Sacramento, CA 95825.

LETTER 1: SACRAMENTO MUNICIPAL UTILITY DISTRICT (SMUD)

6201 S Street, P.O. Box 15830, Sacramento, CA 95852-1830

COMMENT 1.1 (PARAPHRASED):

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for the PLER2022-00134 Arden Way Complete Streets, Phase II (Project, SCH 2024030011).

SMUD would like to have the following details related to the electrical infrastructure incorporated into the project description:

- *SMUD has existing overhead (OH) 69kV facilities crossing the intersection of Arden Way, Exposition Boulevard, and Ethan Way.*
- *SMUD has existing underground (UG) 12kV facilities along the south side of Arden Way and north side of Exposition Boulevard*
- *SMUD has existing OH secondary facilities crossing Ethan Way*
- *SMUD has existing UG 12kV facilities crossing Arden Way*
- *SMUD has existing UG 12kV facilities along Howe Ave*
- *SMUD has existing OH secondary facilities crossing Arden Way*
- *SMUD has existing OH 12kV and secondary facilities along the north side of Arden Way*
- *SMUD has existing OH 69 kV and secondary facilities along Bell St*
- *SMUD has existing UG 12kV facilities along Bell St*
- *SMUD has existing UG secondary facilities crossing Arden Way*
- *SMUD has existing OH 12kV and secondary facilities crossing Arden Way*
- *SMUD has existing OH 12kV facilities along Wright Street*
- *SMUD has existing UG 12kV facilities crossing Fulton Avenue and along the north side of Arden Way*
- *SMUD has existing OH 69kV facilities along the north side of Arden Way, crossing Morse Avenue*
- *SMUD has existing OH 69kV facilities along the west side of Morse Avenue, crossing Arden Way*
- *SMUD has existing OH 12kV facilities along the east side of Morse Avenue, crossing Arden Way*

RESPONSE 1.1:

These locations are identified within the Preliminary Right of Way Acquisition Map (Appendix A) and the Utility Relocation Map (Appendix C).

LETTER 2: SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT (SMAQMD)

777 12th Street, Suite 300, Sacramento, CA 95814.

COMMENT 2.1 (PARAPHRASED):

The Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) has reviewed the Arden Way Complete Streets, Phase II Mitigated Negative Declaration (MND). The proposed project would widen Arden Way from Ethan Way to Morse Avenue to accommodate bike and pedestrian improvements. Construction work will include new landscaped medians, asphalt overlay, elevated Class IV bike lanes, separated sidewalks with landscape strips, bus turnouts, curbs, and gutter openings. The district has no technical comments regarding the impact analysis that was done as part of CEQA.

RESPONSE 2.1:

These design comments have been forwarded to Sacramento County's Department of Transportation.

**LETTER 3: CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD
(CVRWQCB)**

11020 Sun Center Drive #200, Rancho Cordova, CA 95670.

COMMENT 3.1 (PARAPHRASED):

Pursuant to the State Clearinghouse's 1 March 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the Request for Review for the Mitigated Negative Declaration for the PLER2022-00134 Arden Way Complete Streets, Phase II Project, located in Sacramento County. Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues:

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16), and the Antidegradation Implementation Policy contained in the Basin Plan. The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004).

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for Limited Threat Discharges to Surface Water (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order.

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

RESPONSE 3.1:

The correspondence is not a comment on the adequacy of the environmental document, but provides information related to regulatory requirements under the purview of the Central Valley Regional Water Quality Control Board (CVRWQCB) that may be relevant to final design of the project. Future permitting actions were evaluated within the Hydrology and Water Quality section of the Initial Study (see page 24 of the project Initial Study and Mitigated Negative Declaration). The applicant shall pursue all necessary permitting ascribed by the CVRWQCB prior to construction, as instructed under Measure B of the project's Initial Study. Project related activities will be required to incorporate stormwater quality measures in conformance with applicable County ordinances and standards, and state and federal law. Compliance with the County's current MS4 NPDES permit and the General Industrial Permit as well as implementation of a SWPPP and BMPs described in the Hydrology and Water Quality Section of the Initial Study will reduce any potential impacts to water quality to less than significant levels (see page 27 of the project Initial Study and Mitigated Negative Declaration).

LETTER 4: PATRICK TULLY, BITWISE PROPERTIES INC.

2400 Arden Way, Sacramento, CA 95852.

COMMENT 4.1:

30 day notice was not provided for comments. Postmarked notices were after the start of the notice period.

RESPONSE 4.1:

The 30-day review periods for environmental review documents are calculated from their publication date with the State Clearinghouse. Postmark dates are a mechanism internal to the U.S. Mail Service. Mailed notices to surrounding properties are not a requirement of CEQA, but a courtesy mailing provided by the County. Pursuant to Assembly Bill 819, signed into law on July 16, 2021, lead agencies are required to file notices digitally with the Office of Planning and Research, file with the County Recorder, and in a local publication, all of which occurred for this project from March 1st to April 2nd, 2024.

COMMENT 4.2:

Residents were not notified, only owners. This applies to apartments, houses, and businesses. The appearance is the County is trying to pass something without giving proper notice to residents. The County noticed everyone when Starbucks was going in. This vote actually has more of an impact on residents, yet less of a notice. This is unfair and smacks of generating a predicted outcome.

RESPONSE 4.2:

Sacramento County Department of Planning and Environmental Review distributes hard-copy mailers to all property owners within a 500' radius of a proposed project as a courtesy, but these are not a legal requirement. Also refer to Response 4.1.

COMMENT 4.3:

Arden is a business road with primarily business entrances. The bicycle lane will cross multiple highly dense business entrances in very small spaces. It will be very dangerous, especially with landscape. The additional mode of transportation will complicate pedestrian and car travel. This is not midtown where driveways largely don't exist in the business areas.

RESPONSE 4.3:

The Initial Study considered access, circulation, and safety requirements as prescribed by the Appendix G checklist of the California Environmental Quality Act (CEQA) Section XVII: Transportation and determined impacts to be less than significant. All project roadway improvements are required to meet Sacramento County improvement standards. To review the

project-specific analysis of transportation, please refer to page 59 of the project's Initial Study and Mitigated Negative Declaration.

COMMENT 4.4:

The additional sidewalk size and bike lane will increase congestion, reduce visibility (landscaping & people), yet no mention of additional traffic lights, pedestrian crossings, or speed controls. From Bell to Fulton, for example, is 2,600 ft. long with no traffic light, and no way for pedestrians or bicycles to cross. Prior to this the county has installed traffic lights in half the distance. This is not addressed. Community comments pointed this out as a major concern. Additional traffic lights must be in this project. Its unsafe otherwise.

RESPONSE 4.4:

The installation of bike and pedestrian facilities on Arden Way would not induce additional vehicles on the roadway. Bike lanes and pedestrian traffic already exist within the project area, and separation or expansion of bike lanes and pedestrian facilities would decrease congestion and potential safety hazards, through further separation between bikes/pedestrians and vehicles, consistent with goals established by the [Sacramento County Active Transportation Plan](#). All project roadway improvements are required to meet Sacramento County improvement standards for minimum standards regarding visibility impacts. Proposed locations of all new street lights and separated medians for newly connected sidewalks can also be found on the Utility Relocation Map (Appendix C) of the Initial Study.

COMMENT 4.5:

Necessary room for cars exiting or entering a businesses will be impacted by the additional set back & could affect residents and businesses.

RESPONSE 4.5:

All project roadway improvements are required to meet Sacramento County improvement standards. This comment on project design has been forwarded to Sacramento County's Department of Transportation.

COMMENT 4.6:

No benefit nor survey has been provided that a bicycle lane would provide Arden businesses any material benefits.

RESPONSE 4.6:

The comment is not specific to the analysis contained in the environmental document. Surveys of Countywide pedestrian and bicycle conditions can be reviewed within the [Sacramento County Active Transportation Plan](#). Chapter 2: Existing Conditions (Pages 22-69). The analysis identified that Arden Way, a main thoroughfare of West Arden Arcade serves an

Environmental Justice community that requires prioritized focus on bicycle and pedestrian facilities.

COMMENT 4.7:

The notice lists the possibly impacted trees, but makes no mention of the bushes and other landscape that will be removed by this encroachment. Accommodations should be provided for the tremendous changes to landscaping for good neighbors who already landscaped.

RESPONSE 4.7:

Landscaping impacts are considered under the Aesthetics and Biological Resources sections of CEQA's Appendix G environmental checklist. As such, changes in non-native shrubbery within an urban corridor are not listed as an impact requiring additional mitigation. Sacramento County Department of Transportation will address concerns of individual property owners impacted by right-of-way acquisition. DOT provides replacement landscaping wherever possible, and lost landscaping is compensated for based on the appraisal reports for individual parcels.

COMMENT 4.8:

The additional land encroachment required for this plan will put traffic and noise in close proximity of residential housing, while leaving available encroachments on the other side of the road untouched. In other words, some encroachments, like ours, will be further impact noise, enjoyment, and safety of tenants in their residents.

RESPONSE 4.8:

The proposed project does not include new vehicle lanes and does not position traffic noise closer to sensitive receptors. All project roadway improvements are required to meet Sacramento County basic construction noise standards. As such, impacts from noise are considered less than significant. This analysis and conclusion can be reviewed within the Initial Study's checklist on pages 60-61.

COMMENT 4.9:

Nearby residential roads have no sidewalks. Seems out of order to put a bike trail in when many roads have no sidewalks. No comprehensive walking plan now, yet adding bicycle support when walking and ADA is unmet.

RESPONSE 4.9:

This comment is not associated with the content of the environmental document. The proposed project includes completed sidewalks as well as a bike lane. For a full description of the proposed project, please refer to pages 1-2 of the Initial Study. Proposed locations of all

new traffic lights, and separated medians for newly connected sidewalks can also be found on the Utility Relocation Map (Appendix C) of the Initial Study.

COMMENT 4.10:

Plan doesn't address groundwater changes by adding additional non-permeable surfaces. Groundwater impact.

RESPONSE 4.10:

All proposed surfacing within the project site will be impermeable, do not alter existing drainage patterns, and do not impact groundwater. As such, impacts are considered less than significant. This discussion and analysis can be reviewed within the Initial Study's checklist on pages 61-62.

COMMENT 4.11:

Bicycle traffic could adversely affect business which are focused on meeting auto business needs. For example, if its now difficult to turn into the donut shop because a continual unmetered (no light) stream of bicycle traffic, motorists could choose to go elsewhere.

RESPONSE 4.11:

The economic impacts of a proposed project is not a topic of evaluation under the California Environmental Quality Act (CEQA) and is therefore not a featured section of the subject Initial Study.

COMMENT 4.12:

No stats have been provided that bicycles on Arden Way are dangerous or underserved.

RESPONSE 4.12:

The comment is not specific to the analysis contained in the environmental document. Surveys of Countywide pedestrian and bicycle conditions can be reviewed within the [Sacramento County Active Transportation Plan](#). Chapter 2: Existing Conditions (Pages 22-69). The analysis

identified that Arden Way, a main thoroughfare of West Arden Arcade serves an environmental Justice community that requires prioritized focus on bicycle and pedestrian facilities.

COMMENT 4.13:

The plan lacks a cohesive transportation tie into a master plan for the area. Residential neighborhoods ARE NOT part of this plan and not linked.

RESPONSE 4.13:

This comment is not associated with the content of the environmental document. Sacramento County's goals to improve transportation throughout the West Arden Arcade community can be reviewed in the [Sacramento County Active Transportation Plan](#).

COMMENT 4.14:

The plan appears to be an attempt to get grant money for the sake of the money, and not for the sake of enhancing a cohesive needs-based transportation plan.

RESPONSE 4.14:

This comment is not associated with the content of the environmental document, but has been forwarded to Sacramento County's Department of Transportation for consideration.

COMMENT 4.15:

The plans provided are high level and lack specific detail as to changes required for specific APN. It is impossible to make a determination of impact without understanding the specifics of the impact. From 30,000 feet, everything is small.

RESPONSE 4.15:

The plans contained in the CEQA document conservatively illustrate potential impacts to properties. Impacts could be reduced as final designs are developed. Potentially affected properties and the potential impact (temporary construction easement, public roadway utility easement or public utility public facilities easement) are outlined by parcel on pages 11-15 of the Initial Study.

COMMENT 4.16:

The plan is unclear as to its goal it is achieving, or the need it is trying to meet. The continuation of Arden Way into the City of Sacramento lacks similar facilities. —a bike lane to nowhere for nobody. We have a larger problem with no sidewalks, and homeless living on

sidewalks relegating disabled residents to the dangers of the street. This plan fails to address the residents who suffer no sidewalks.

RESPONSE 4.16:

This comment is not associated with the content of the environmental document.

COMMENT 4.17:

This plan fails to look at viable alternatives like using CalExpo which has ample room for beautification, bike land, and sidewalks.

RESPONSE 4.17:

The findings of this Initial Study are less than significant with mitigation. As a result, Sacramento County's Notice of Intent was to file a Mitigated Negative Declaration (MND) on behalf of the proposed project's overall environmental impact. MNDs are not required to include project alternatives.

COMMENT 4.18:

The plan fails to indicate continuing costs, nor where the money is coming from for the improvements.

RESPONSE 4.18:

This comment is not associated with the content of the environmental document.

ATTACHMENT 1

Letter 1 – Sacramento Municipal Utility District (SMUD)

ATTACHMENT 2

Letter 2 – Sacramento Metropolitan Air Quality District (SMAQMD)

ATTACHMENT 3

Letter 3 – Central Valley Regional Water Quality Control Board (CVRWQCB)

ATTACHMENT 4

Letter 4 – Patrick Tully, Bitwise Properties Inc.



Sent Via E-Mail

April 2, 2024

Environmental Coordinator
Sacramento County
Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814
ceqa@sacounty.net

Subject: **PLER2022-00134 Arden Way Complete Streets, Phase II / MND / 2024030011**

Dear Ms. Newton:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for the PLER2022-00134 Arden Way Complete Streets, Phase II (Project, SCH 2024030011).

As a Responsible Agency, SMUD's review of projects include supporting the goals of our 2030 Zero Carbon Plan. This plan is a flexible road map to eliminate greenhouse gas emissions from our electricity production by 2030, which is the most ambitious goal of any large utility in the United States, while maintaining reliable and affordable service. This ambitious goal puts the Sacramento region on the map as an example to follow and a region where innovative, climate-friendly businesses want to be. As a community-owned, not-for-profit utility, our customers and community are at the heart of all we do. By pursuing zero carbon, we're helping create a cleaner and healthier region for all.

SMUD would like to have the following details related to the electrical infrastructure incorporated into the project description:

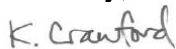
- SMUD has existing overhead (OH) 69kV facilities crossing the intersection of Arden Way, Exposition Boulevard, and Ethan Way.
- SMUD has existing underground (UG) 12kV facilities along the south side of Arden Way and north side of Exposition Boulevard
- SMUD has existing OH secondary facilities crossing Ethan Way
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- SMUD has existing OH 69 kV and secondary facilities along Bell St
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- SMUD has existing OH 12kV facilities along Wright Street
- SMUD has existing UG 12kV facilities crossing Fulton Avenue and along the north side of Arden Way
- SMUD has existing OH 69kV facilities along the north side of Arden Way, crossing Morse Avenue
- SMUD has existing OH 69kV facilities along the west side of Morse Avenue, crossing Arden Way
- SMUD has existing OH 12kV facilities along the east side of Morse Avenue, crossing Arden Way

Thank you for assessing the potential environmental impacts related to SMUD's portion of the Project, which includes utility installation and relocations as described in the MND. SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

Environmental leadership is a core value of SMUD, and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this Project. If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.5063, or by email at Kim.Crawford@smud.org.

Sincerely,



Kim Crawford
Environmental Services Specialist
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

SACRAMENTO METROPOLITAN



April 2, 2024

Julie Newton
County of Sacramento Planning and Environmental Review
Sacramento, CA 95814
newtonj@saccounty.gov

Re: Notice of Intent Arden Way Complete Streets, Phase II (SAC202403334)(PLER2002-00134)

Dear Julie,

This is a Mitigated Negative Declaration for the Arden Way Complete Streets, Phase II. The proposed project would widen Arden Way from Ethan Way to Morse Avenue to accommodate bike and pedestrian improvements. Construction work will include new landscaped medians, asphalt overlay, elevated Class IV bike lanes, separated sidewalks with landscape strips, bus turnouts, curbs, and gutter openings. The comments from the Sac Metro Air District (District) are below.

CEQA Comments

The District has no technical comments regarding the impact analysis that was done as part of CEQA.

Design Comments

Appendix A Preliminary ROW Acquisition Map

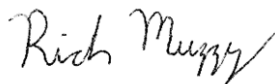
- a) There were no details as to bike lane width or class type. Please confirm that the entirety of the proposed bike facilities are elevated Class IV as the project description alludes.
- b) Please consider alterations to existing travel lanes rather than simple add protections to existing conditions.
- c) Bike lane blockage by vehicles creeping forward will be a significant concern especially with the high number of driveways and trees in the sidewalk planter. It will be important that cars do not pull out into the bike lane to get a better view of oncoming traffic.
- d) The analysis should make clear if the vehicular travel lanes will be widened.

Other Comments

The project will probably not encourage significantly higher bicycle ridership given the nature of Arden Way and the lack of connectivity to surrounding facilities/destinations, but it will create safer conditions for existing users. Particularly school kids such as Encina/Katherine Johnson near Arden Way and Bell Street. There are lots of kids that travel to and from school via Arden Way.

Please contact me at 279-207-1139 or rmuzzy@airquality.org if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Rich Muzzy". The signature is written in a cursive, flowing style.

Rich Muzzy
Air Quality Planner/Analyst
CEQA and Land Use

cc: Paul Philley, AICP, Program Supervisor



Central Valley Regional Water Quality Control Board

2 April 2024

Julie Newton
 Sacramento County Planning
 827 7th Street, Suite 225
 Sacramento, CA 95814
newtonj@saccounty.net

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, PLER2022-00134 ARDEN WAY COMPLETE STREETS, PHASE II PROJECT, SCH#2024030011, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 1 March 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the PLER2022-00134 Arden Way Complete Streets, Phase II Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

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https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

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2 April 2024

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

From: [Newton, Julie](#)
To: [Newton, Julie](#)
Subject: FW: Comments for Mitigated Negative Declaration on Arden "complete" streets
Date: Wednesday, May 1, 2024 5:14:23 PM

From: Patrick Tully <ptully@bitwiseproperties.com>
Sent: Tuesday, March 26, 2024 4:31 PM
To: PER-CEQA <ceqa@saccounty.gov>
Cc: Patrick Tully <ptully@bitwiseproperties.com>
Subject: Comments for Mitigated Negative Declaration on Arden "complete" streets

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.
If you have concerns about this email, please report it via the Phish Alert button.

Please accept these comments for the Mitigated Negative Declaration for the Arden "complete" Streets.

1. 30 day notice was not provided for comments. Postmarked notices were after the start of the notice period.
2. Residents were not notified, only owners. This applies to apartments, houses, and businesses. The appearance is the County is trying to pass something without giving proper notice to residents. The County noticed everyone when Starbucks was going in. This vote actually has more of an impact on residents, yet less of a notice. This is unfair and smacks of generating a predicted outcome.
3. Arden is a business road with primarily business entrances. The bicycle lane will cross multiple highly dense business entrances in very small spaces. It will be very dangerous, especially with landscape. The additional mode of transportation will complicate pedestrian and car travel. This is not midtown where driveways largely don't exist in the business areas.
4. The additional sidewalk size and bike lane will increase congestion, reduce visibility (landscaping & people), yet no mention of additional traffic lights, pedestrian crossings, or speed controls. From Bell to Fulton, for example, is 2,600 ft long with no traffic light, and no way for pedestrians or bicycles to cross. Prior to this the county has installed traffic lights in half the distance. This is not addressed. Community comments pointed this out as a major concern. Additional traffic lights must be in this project. Its unsafe otherwise.
5. Necessary room for cars exiting or entering a businesses will be impacted by the additional set back & could affect residents and businesses.
6. No benefit nor survey has been provided that a bicycle lane would provide Arden businesses any material benefits.
7. The notice lists the possibly impacted trees, but makes no mention of the bushes and other landscape that will be removed by this encroachment. Accommodations should be provided for the tremendous changes to landscaping for good neighbors who already landscaped.

8. The additional land encroachment required for this plan will put traffic and noise in close proximity of residential housing, while leaving available encroachments on the other side of the road untouched. In other words, some encroachments, like ours, will be further impact noise, enjoyment, and safety of tenants in their residents.
9. Nearby residential roads have no sidewalks. Seems out of order to put a bike trail in when many roads have no sidewalks. No comprehensive walking plan now, yet adding bicycle support when walking and ADA is unmet.
10. Plan doesn't address groundwater changes by adding additional non-permeable surfaces. Ground water impact.
11. Bicycle traffic could adversely affect business which are focused on meeting auto business needs. For example, if its now difficult to turn into the donut shop because a continual unmetered (no light) stream of bicycle traffic, motorists could choose to go elsewhere.
12. No stats have been provided that bicycles on Arden way are dangerous or underserved.
13. The plan lacks a cohesive transportation tie into a master plan for the area. Residential neighborhoods ARE NOT part of this plan and not linked.
14. The plan appears to be an attempt to get grant money for the sake of the money, and not for the sake of enhancing a cohesive needs based transportation plan.
15. The plans provided are high level and lack specific detail as to changes required for specific APN. It is impossible to make a determination of impact without understanding the specifics of the impact. From 30,000 feet, everything is small.
16. The plan is unclear as to its goal it is achieving, or the need it is trying to meet. The continuation of Arden Way into the City of Sacramento lacks similar facilities. – A bike lane to nowhere for nobody. We have a larger problem of no sidewalks, and homeless living on sidewalks, then we do missing out on bicyclist customers. Arden cannot have "complete" streets if vast neighborhoods have no sidewalks, while others do. Residents with ADA needs are forced to walk in the streets due to the lack of sidewalks. Or worse homeless living on sidewalks relegating disabled residents to the dangers of the street. This plan fails to address the residents who suffer no sidewalks.
17. This plan fails to look at viable alternatives like using Cal Expo which has ample room for beautification, bike land, and sidewalks.
18. The plan fails to indicate continuing costs, nor where the money is coming from for the improvements.

Thank you,
Patrick Tully
President
Bitwise Properties, Inc./4 Loop LLC
2400 Arden Way, Roughly 330' of Arden way.

Certificate Of Completion

Envelope Id: BF69D700-9F8C-48C3-9248-BBC484AFF1B9
 Subject: Complete with Docusign: Arden Phase 2 - PSR_July 16 2025.pdf
 Source Envelope:
 Document Pages: 149
 Certificate Pages: 5
 AutoNav: Enabled
 Envelopeld Stamping: Enabled
 Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Status: Completed
 Envelope Originator:
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 799 G Street
 Sacramento, CA 95814
 coyled@saccounty.gov
 IP Address: 208.79.244.64

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 Security Level: Email, Account Authentication (None)

Signature

Signed by:

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 Using IP Address: 208.79.244.64

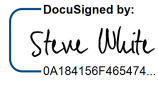
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 Viewed: 10/24/2025 1:56:02 PM
 Signed: 10/24/2025 1:56:10 PM

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Accepted: 5/1/2025 11:24:50 AM
 ID: 83de57e8-733b-473a-af8b-8e1eae586a85

Steve White
 whitest@saccounty.gov
 Chief of Engineering and Design
 Sacramento County
 Security Level: Email, Account Authentication (None)

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 Using IP Address:
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 Signed using mobile

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In Person Signer Events

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Editor Delivery Events

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Agent Delivery Events

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Witness Events

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Signature

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Envelope Summary Events

Status

Timestamps

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	10/24/2025 1:55:04 PM
Certified Delivered	Security Checked	10/24/2025 3:43:12 PM
Signing Complete	Security Checked	10/24/2025 3:44:03 PM
Completed	Security Checked	10/24/2025 3:44:03 PM
Payment Events	Status	Timestamps
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Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only)
PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
Screen Resolution:	800 x 600 minimum

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