



Negative Declaration

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

1. Control Number: PLER2016-00107

2. Title and Short Description of Project: Fair Oaks Boulevard Complete Streets Master Plan

The purpose of the proposed project is to improve bicycle and pedestrian mobility within the Fair Oaks Boulevard corridor. Fair Oaks Boulevard currently serves as a 6-lane thoroughfare between Howe Avenue and Munroe Street, and is paralleled by two 2-lane frontage streets from University Avenue to Fulton Avenue. The frontage roads will remain in their existing capacity as two-way streets after this project.

The Fair Oaks Boulevard Complete Streets Master Plan creates a "complete street" vision for the section of Fair Oaks Boulevard, from Howe Avenue to Munroe Street and Fulton Avenue from Fair Oaks Boulevard to Munroe Street, incorporating concepts to improve pedestrian, bicycle, public transit and motorist mobility.

Although the Fair Oaks Complete Streets Master Plan is a master plan document, it is analyzed on the project level due to the small size of the project and the narrow scope of the document.

Improvements to the corridor are planned in multiple phases, with funding currently allocated for Phase One improvements. Phase One includes the planning, design, and construction of the two signalized pedestrian crossings on Fair Oaks Boulevard. Phase One is fully funded by the Sacramento Area Council of Governments (SACOG) 2014 Bicycle and Pedestrian Funding Program. Future phases of the project will construct the improvements developed in the Master Plan.

This environmental document analyzes the impacts of all improvements outlined in the Fair Oaks Complete Streets Master Plan.

The Fair Oaks Boulevard Complete Streets Master Plan (<http://www.sacdot.com/Pages/Fair-Oaks-Boulevard-Complete-Streets-Project.aspx>) includes the following:

Adopt a General Plan Amendment to the Transportation Plan of the Circulation Element to designate Fair Oaks Boulevard as a Smart Growth Street from the intersection of Howe Avenue to the west and Munroe Street to the east and on Fulton Avenue between Fair Oaks Boulevard and Sierra Avenue.

- Install a Traffic Signal at Fair Oaks Boulevard and University Avenue.
- Install a signalized pedestrian crossing on Fair Oaks Boulevard between University Avenue and Fairgate Road.
- Install a traffic signal at Fair Oaks Boulevard and Fairgate Road/Fulton Avenue.
- Install a signalized pedestrian crossing on Fair Oaks Boulevard between Fairgate Road/Fulton Avenue and Munroe Street.
- Modify the traffic signal at Munroe Street / Fulton Avenue Sierra Boulevard.
- Widen undersized sidewalks along Fair Oaks Boulevard and the frontage streets to meet ADA standards.
- Modify gutters where sidewalks are widened.
- Install new drainage inlets where new sidewalks are created.
- Install pipes to connect new drainage inlets to existing storm sewers.
- Install Americans with Disabilities Act (ADA) compliant ramps, bulb-outs, and median pedestrian refuge islands.

- Plant more trees for shading.
- Reduce the number of travel lanes from 6 lanes to 4 lanes within the project site.
- Install Class IV separated bicycle lanes.

In accordance with Section 15152 of the California Environmental Quality Act, this Initial Study tiers off of the previously approved General Plan 2030 Update Final EIR; approved on November 9, 2011, County Control Number: 02-GPB-0105, State Clearinghouse Number 2007082086. The General Plan 2030 Update Final EIR is available for viewing at the Sacramento County Office of Planning and Environmental Review located at 827 7th Street, Room 225, Sacramento, CA 95814. The analysis of this Initial Study focuses on the physical impacts to the environment stemming from the proposed Fair Oaks Boulevard Complete Streets Master Plan project, and where applicable, references previous analysis and conclusions included in the General Plan 2030 Update Final EIR.

- 3. Assessor's Parcel Number:** N/A
- 4. Location of Project:** The project site is located within the Arden Arcade community on Fair Oaks Blvd. between Howe Ave. and Monroe St.
- 5. Project Applicant:** Department of Transportation
- 6. Said project will not have a significant effect on the environment for the following reasons:**
 - a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
 - b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
 - c. It will not have impacts, which are individually limited, but cumulatively considerable.
 - d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
- 7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.**
- 8. The attached Initial Study has been prepared by the Sacramento County Planning and Environmental Review Division in support of this 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.**

[Original Signature on File]

Tim Hawkins

Environmental Coordinator

County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW DIVISION
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLER2016-00107

NAME: Fair Oaks Boulevard Complete Streets Master Plan

LOCATION: The project site is located within the Arden Arcade community on Fair Oaks Blvd. between Howe Ave. and Monroe St. (See **Plate IS-1, Plate IS-2, Plate IS-3, Plate IS-4, Plate IS-5**).

ASSESSOR'S PARCEL NUMBER: N/A

OWNER: Sacramento County

APPLICANT: Department of Transportation

PROJECT DESCRIPTION

The purpose of the proposed project is to improve bicycle and pedestrian mobility within the Fair Oaks Boulevard corridor. Fair Oaks Boulevard currently serves as a 6-lane thoroughfare between Howe Avenue and Munroe Street, and is paralleled by two 2-lane frontage streets from University Avenue to Fulton Avenue. The frontage roads will remain in their existing capacity as two-way streets after this project.

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Bicycle and Pedestrian Funding Program. Future phases of the project will construct the improvements developed in the Master Plan.

This environmental document analyzes the impacts of all improvements outlined in the Fair Oaks Complete Streets Master Plan.

The Fair Oaks Boulevard Complete Streets Master Plan

(<http://www.sacdot.com/Pages/Fair-Oaks-Boulevard-Complete-Streets-Project.aspx>)

includes the following:

- Adopt a General Plan Amendment to the Transportation Plan of the Circulation Element to designate Fair Oaks Boulevard as a Smart Growth Street from the intersection of Howe Avenue to the west and Munroe Street to the east and on Fulton Avenue between Fair Oaks Boulevard and Sierra Avenue. (Plate IS-2)
- Install a Traffic Signal at Fair Oaks Boulevard and University Avenue.
- Install a signalized pedestrian crossing on Fair Oaks Boulevard between University Avenue and Fairgate Road.
- Install a traffic signal at Fair Oaks Boulevard and Fairgate Road/Fulton Avenue.
- Install a signalized pedestrian crossing on Fair Oaks Boulevard between Fairgate Road/Fulton Avenue and Munroe Street.
- Modify the traffic signal at Munroe Street / Fulton Avenue Sierra Boulevard.
- Widen undersized sidewalks along Fair Oaks Boulevard and the frontage streets to meet ADA standards.
- Modify gutters where sidewalks are widened.
- Install new drainage inlets where new sidewalks are created.
- Install pipes to connect new drainage inlets to existing storm sewers.
- Install Americans with Disabilities Act (ADA) compliant ramps, bulb-outs, and median pedestrian refuge islands.
- Plant more trees for shading.
- Reduce the number of travel lanes from 6 lanes to 4 lanes within the project site.
- Install Class IV separated bicycle lanes.

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Plate IS-1: Location in Sacramento County

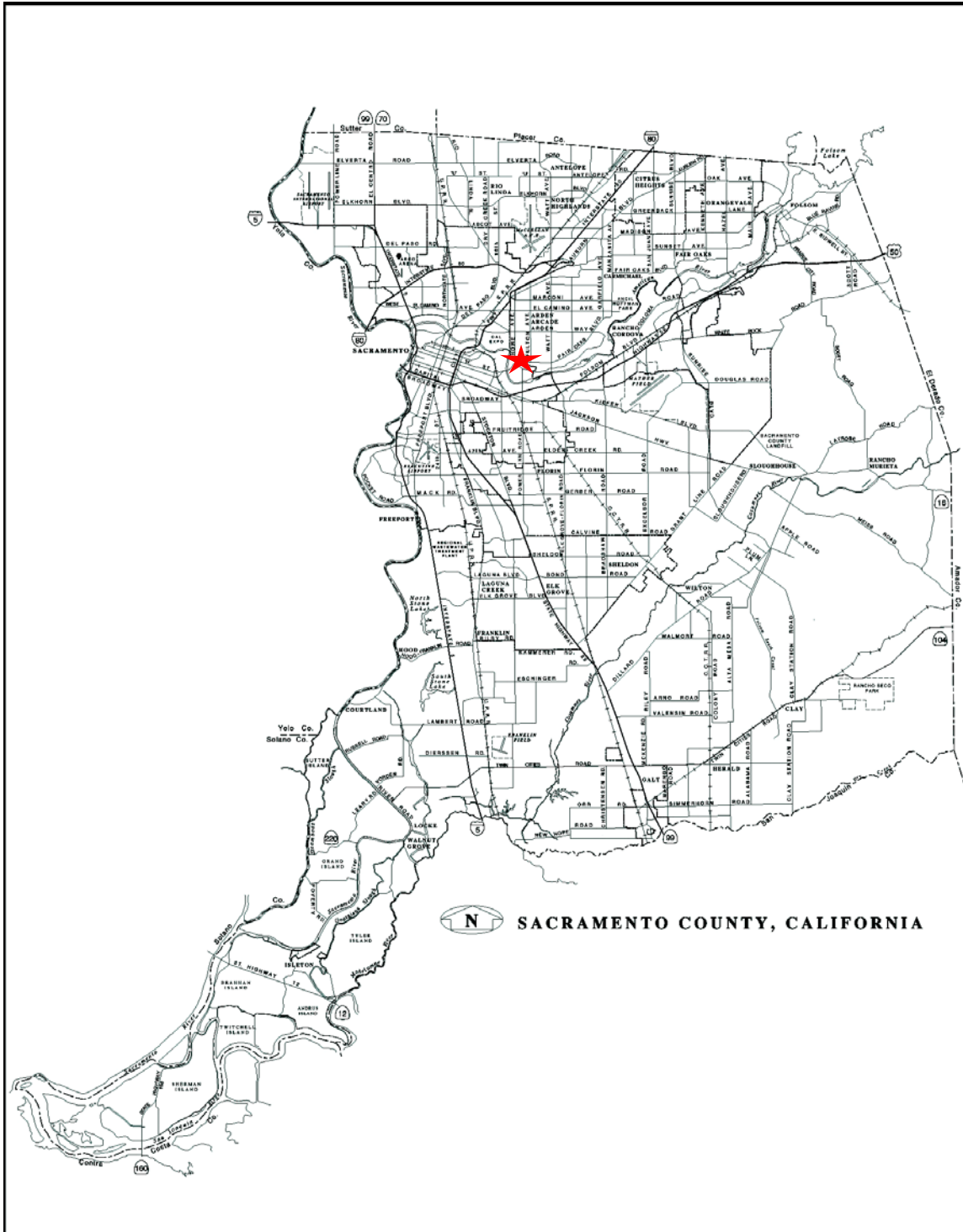


Plate IS-2: Project Location Map



Plate IS-3: Project Area Map

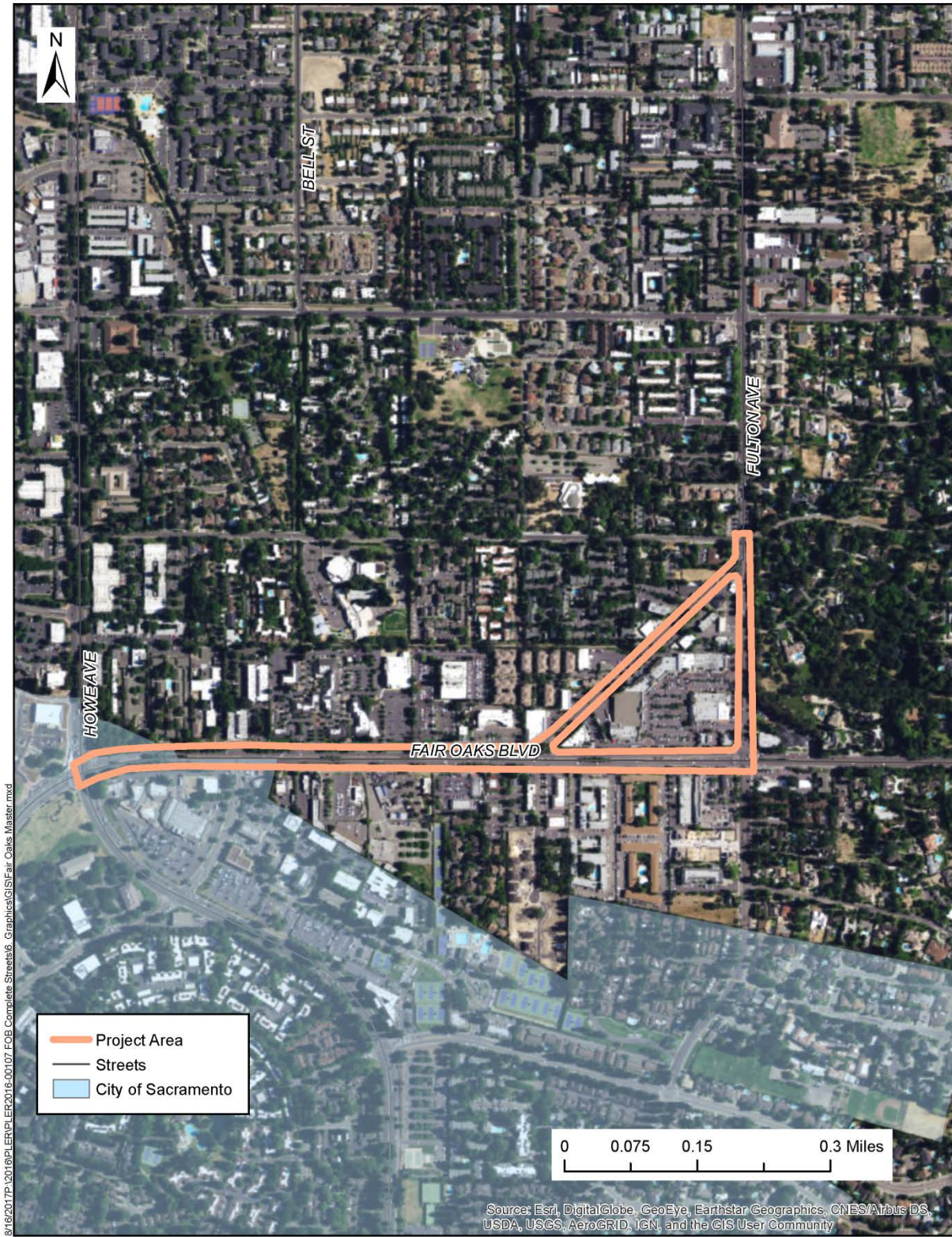
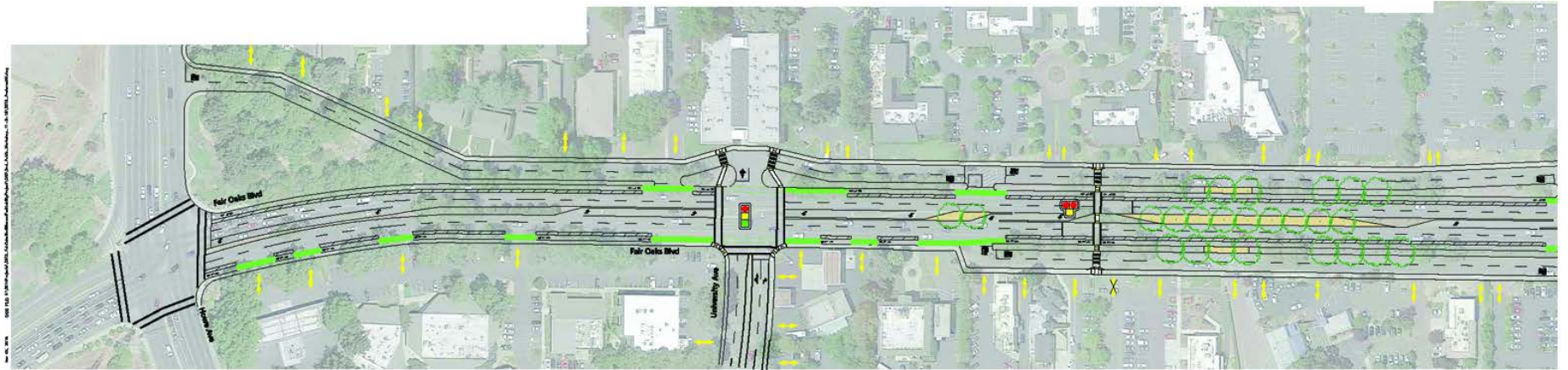
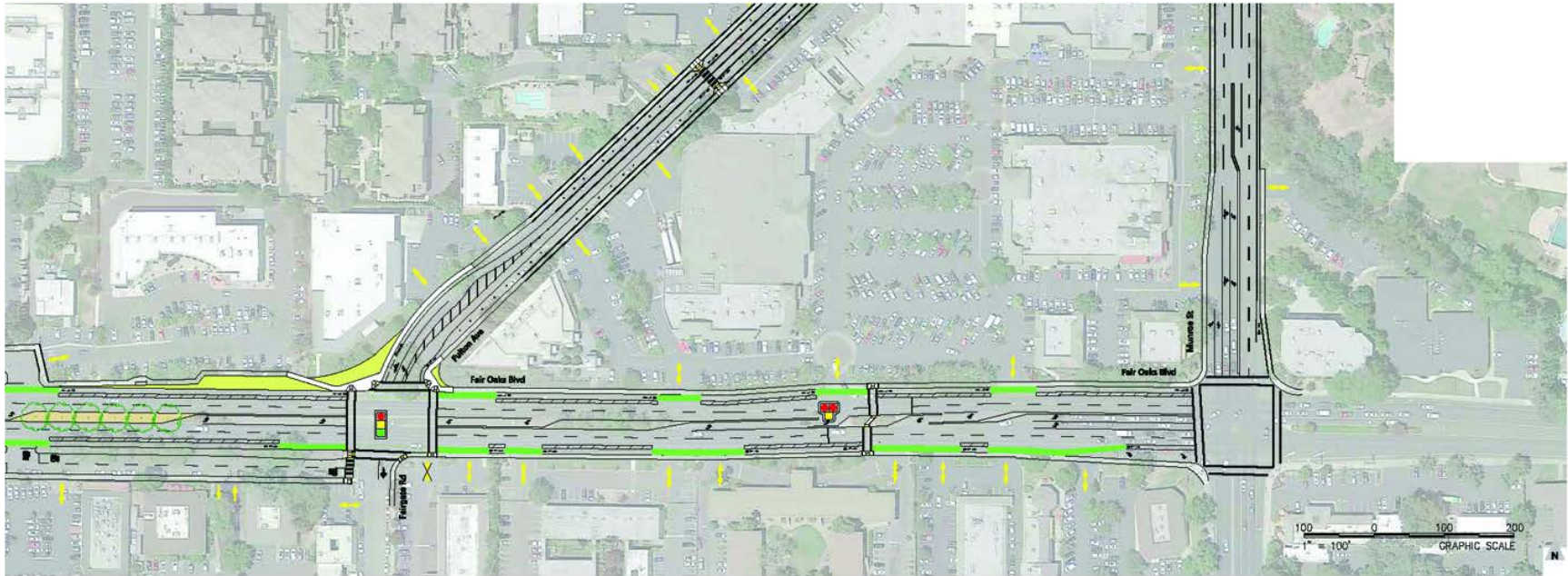


Plate IS-4: Complete Streets Improvements Map West



- LEGEND
- New Traffic Signal
 - New Pedestrian Hybrid Beacon
 - Existing Driveway

Plate IS-5: Complete Streets Improvements Map East



Preferred Alternative

Fair Oaks Bike and Pedestrian Mobility Project
Sacramento County
RS14-3272

November 2, 2016

ENVIRONMENTAL SETTING

The project area is located mainly within the unincorporated Arden Arcade community, on Fair Oaks Boulevard between Howe Avenue to the west, Munroe Street to the east, and Sierra Boulevard to the north. The intersection of Howe Avenue and Fair Oaks Boulevard, and a segment of the southern portion of Fair Oaks Boulevard are located within the City of Sacramento.

Fair Oaks Boulevard currently serves as a 6-lane major thoroughfare between Howe Avenue and Munroe Street, and carries over 30,000 vehicles per day within project limits. Fair Oaks Boulevard is also flanked between University Avenue and Fulton Avenue by two parallel 2-way frontage roads with limited parking. At its widest, the corridor can accommodate 11 lanes of traffic. Within the project area, sidewalks on Fair Oaks Boulevard and the frontage roads are of minimum width and lack Americans with Disabilities Act (ADA) compliant ramps. No pedestrian crossings and no bicycle lanes are provided within the project area.

Since part of the project area is within Sacramento County (“the County”) and part of the project area is within the City of Sacramento (“the City”), land use documents from both jurisdictions must be analyzed to determine conformity.

BACKGROUND

In years past, the predominant focus of transportation planning was to provide for the safe and efficient movement of vehicular traffic. However, this focused approach often failed to pay equal attention to accommodating other modes of travel, particularly walking and biking. The idea of “Complete Streets” responds to this inequity by striving to design and operate streets that enable safe and efficient mobility and access for all users. The Fair Oaks Boulevard Complete Streets Master Plan reflects these concepts. Successfully planned and constructed Complete Streets allow pedestrians, bicyclists, motorist and transit riders of all ages and abilities to safely move along and across the street. Sacramento County is committed to ensuring that all streets are built as Complete Streets.

The concept of “Smart Growth Streets” expands upon the Complete Streets concept. While both Smart Growth Streets and Complete Streets are pedestrian, bicycle and transit friendly, Smart Growth Streets take a holistic view of the streets, the adjacent corridor, the surrounding community and the natural environment, while allowing for more flexibility in the design of street and corridor improvements. The County intends to apply the Smart Growth Streets concept to identified mixed use corridors and major transit corridors to support and encourage infill development and revitalization efforts. This concept is vital to the County’s goal of implementing SACOG’s adopted Blueprint Vision and concepts related to smart growth and transit-oriented development promoted in the County’s General Plan.

The Smart Growth Streets concept is implemented through the General Plan Land Use Diagram and the Transportation Plan shown on **Plate IS-6**, which designates applicable areas as “Candidate Smart Growth Streets”. The Fair Oaks Boulevard Complete Streets Master Plan will take Fair Oaks Boulevard, a candidate smart growth street, and establish it as a Smart Growth Street.

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 proposed project would:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

REGULATORY SETTING

SACRAMENTO COUNTY 2030 GENERAL PLAN

The following Sacramento County 2030 General Plan Circulation Element applies to the Fair Oaks Boulevard Complete Streets Project:

CI-1. Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities are not desired.

THE CITY OF SACRAMENTO 2035 GENERAL PLAN

The project area within City jurisdiction is designated by the City of Sacramento 2030 General Plan (“the City General Plan”) as Employment Center Medium Rise. Goals for land uses designated by the City General Plan as Employment Center Medium Rise include “convenient and attractive pedestrian and vehicular connections from adjoining neighborhoods; sidewalks [that] accommodate pedestrian movement, with connecting walkways from sidewalk into individual sites; bicycle lanes along key roadways.”

The following City General Plan Land Use policies apply to the Fair Oaks Boulevard Complete Streets Master Plan:

LU 2.5.2, Overcoming Barriers to Accessibility. The City shall strive to remove and minimize the effect of natural and manmade barriers to accessibility between and within existing neighborhoods corridors, and centers.

LU 2.6.8, Heat Island Effect. The City shall reduce the “heat island effect” by promoting and requiring, where appropriate, such features as reflective roofing, green roofs, light-colored pavement, and urban shade trees and by reducing the unshaded extent of parking lots.

LU 2.7.6, Walkable Blocks. The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.

SACRAMENTO COUNTY BICYCLE MASTER PLAN

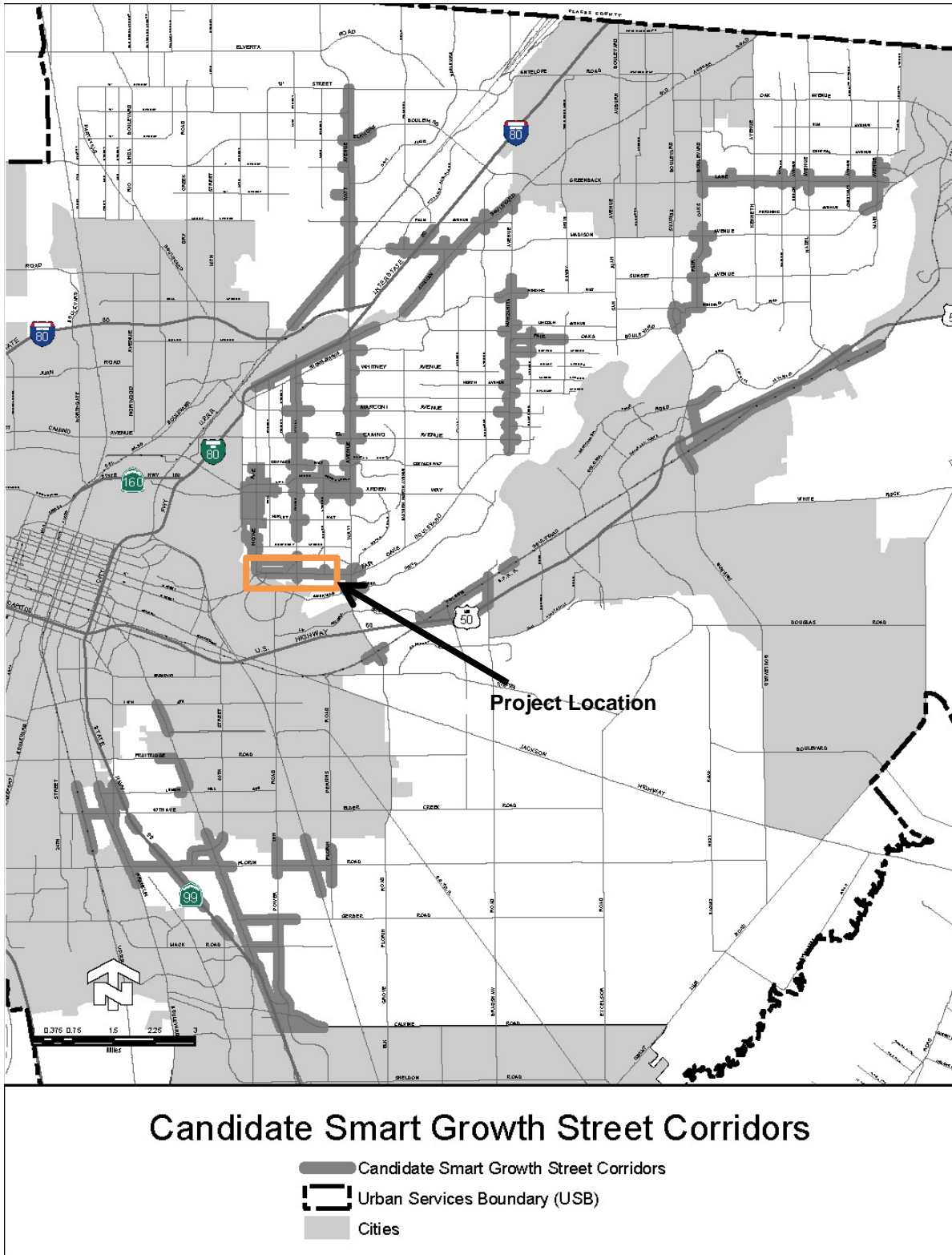
The major objective of the Sacramento County Bicycle Master Plan is to increase the number of persons who bicycle to places of work and leisure by influencing bikeway policies in ways that make bicycling in Sacramento County more comfortable, convenient, safe, and enjoyable. The Sacramento County Bicycle Master Plan proposes Class II bicycle lanes along the Fair Oaks Boulevard Corridor.

SACRAMENTO COUNTY PEDESTRIAN MASTER PLAN

The Sacramento County Pedestrian Master Plan establishes goals, strategies, and projects to increase pedestrian safety and improve walkability within the unincorporated Sacramento County.

The project area incorporated in the Fair Oaks Complete Streets Master Plan is designated as part of a Pedestrian District in the Sacramento County Pedestrian Master Plan. The goal of Pedestrian Districts is to emphasize pedestrian needs along road sections where pedestrian demand is or could be high based on existing land uses and nearby transits. Treatments that could be used to emphasize pedestrian needs that are incorporated into the project include bicycle lanes, sidewalk enhancements and curb extensions, longer pedestrian intervals at signalized intersections, midblock crossings, pedestrian-scaled lighting, road diets, and street trees.

Plate IS-6: General Plan Smart Growth Corridor



ARDEN ARCADE COMMUNITY PLAN

The Arden Arcade Community Plan seeks to maintain and enhance the community's unique characteristics and to decrease the burden of Arden Arcade as the major commercial and employment center of the unincorporated area. Related goals include insuring that non-residential land uses within and adjacent to residential neighborhoods are compatible with residential development, and developing an "efficient, fully integrated and ecologically balanced transportation and circulation system" to decrease traffic congestion and to increase compatibility with residential neighborhoods.

The following objectives in the Arden Arcade Community Plan are relevant to land use aspect of the Fair Oaks Boulevard Complete Streets Master Plan:

- Require provision of bike lanes and sidewalks in appropriate areas where these improvements do not exist now.
- Cooperate with other planning authorities to investigate and promote public transit.

SACRAMENTO COUNTY DESIGN GUIDELINES

The Sacramento County Design Guidelines provide consistent design principles to implement the County General Plan. The County Design Guidelines emphasize project design principles that improve the health and safety of residents, including the safety of pedestrians and bicyclists in commercial and business districts. The County Design Guidelines also promote active transportation, such as walkability and bike-ability. Circulation Element 3.2.6 provides the following text in its rationale: "planning for safer and efficient movement of vehicles and pedestrians can result in an aesthetically appealing site, increased pedestrian safety and activity, improved overall mobility, reduced amount of impervious surface, and increased open space on site."

LAND USE IMPACTS

The Fair Oaks Complete Streets Master Plan will implement the goals of increased walkability, bikeability, and safety for all corridor users that are present in the County General Plan, the Sacramento County Bicycle Master Plan, and the Sacramento County Pedestrian Master Plan. Implementation of Smart Growth Corridor designation according to the applicable land use plans and policies will occur through the following project components;

- Providing a variety of transportation choices, including walkable paths (GP EIR).
- Class IV separated bicycle lanes that will be constructed by the project are consistent with the objectives of the plan by providing a higher degree of safety to both cyclists and motorists.

- Widening sidewalks within the project area is proposed by the Sacramento County Pedestrian Master Plan.
- The creation of bicycle lanes on Fair Oaks Boulevard implements one of the City of Sacramento's objectives for land uses designated as Employment Center Medium Rise as well as an objective in the Arden Arcade Community Plan.
- The Sacramento County Pedestrian Master Plan recommends numerous pedestrian roadway infrastructure components to be incorporated throughout the unincorporated County. The Fair Oaks Boulevard Complete Streets Master Plan Project will implement a number of these components, including: curb ramps that are ADA-compliant and meet County standards; striped crosswalks at signalized intersections and STOP controlled intersections; pedestrian refuges; and widened sidewalks, especially for major thoroughfares.

The project does not conflict with land uses designated by the Sacramento County Zoning Code, the City of Sacramento Zoning Code, the Arden Arcade Community Plan, nor the Sierra Oaks Vista Neighborhood Preservation Area. Instead, the project implements the policies set forth in the Sacramento County and City of Sacramento General Plans as well as the Sacramento County Bicycle and Pedestrian Master Plans and the Sacramento County Design Guidelines. Therefore, impacts from conflict with existing land use documents are ***less than significant***.

TRANSPORTATION/TRAFFIC

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

- Result in a substantial adverse impact to access and/or circulation;
- Result in a substantial adverse impact to public safety on area roadways; or

REGULATORY SETTING

SACRAMENTO COUNTY 2030 GENERAL PLAN

The County General Plan Circulation Element has an objective to promote both bicycle and pedestrian safety throughout the unincorporated Sacramento County. The following County General Plan Circulation Element policies are applicable to the Fair Oaks Boulevard Complete Streets Master Plan Project:

Goal: Provide mobility for current and future residents of Sacramento County through complete streets and through a balanced and interconnected transportation system which includes all modes of travel – automobile, transit, pedestrian and bicycling.

- CL-1. Provide complete streets to provide safe and efficient access to a diversity of travel modes for all urban, suburban, and rural land uses within Sacramento County except within certain established neighborhoods where particular amenities (such as sidewalks) are not desired.
- CL-32. Develop a comprehensive, safe, convenient, and accessible bicycle and pedestrian system that serves and connects the County’s employment, commercial, recreational, educational, social services, housing, and other transportation modes.

Goal: Provide safe, continuous, efficient, integrated, and accessible bicycle and pedestrian systems that encourages the use of the bicycle and walking as a viable transportation mode and as a form of recreation and exercise.

- CL-34. Construct and maintain bikeways and multi-use trails to minimize conflicts between bicyclists, pedestrians, and motorists.
- CL-36. Collaborate with neighboring jurisdictions and regional agencies to coordinate planning and development of the County’s bikeways, pedestrian facilities and multi-use trails with those of neighboring jurisdictions, and to support a regional bicycle and pedestrian network.
- CL-38. Design and construct pedestrian facilities to ensure that such facilities are accessible to all users.

Goal: “Smart Growth Streets” that enable safe and efficient mobility and access for all users while positively contributing to the adjacent corridor, surrounding community and natural environment.

- CL-65. Incorporate Low Impact Design (LID) techniques to the greatest extent feasible to improve water quality runoff and erosion control, infiltration, groundwater recharge, visual aesthetics, etc.
- CL-67. When feasible, incorporate lighter colored (higher albedo) materials and surfaces, such as lighter-colored pavements, and encourage the creation of tree canopy to reduce the built environment’s absorption of heat to reduce the urban “heat island” effect.

Objective: Create and/or improve community identity by coordinating improvements to the streetscape and the surrounding corridor to achieve a consistent look and feel or carry through a specific “theme.”

- CL-69. Incorporate public art into streetscape improvements to the extent feasible.

Objective: Create communities and corridors using a holistic perspective when considering land uses and the design context of street and corridor improvements.

- CL-72. On a Smart Growth Street, the County shall strive to maintain operations and capacity on urban roadways and intersections at LOS E or better, unless maintaining this LOS would, in the County’s judgment, be infeasible and conflict with the achievement of other Smart Growth Street objectives. Congestion in excess of LOS E may be acceptable provided that provisions are made to improve overall mobility, reduce overall VMT and/or promote non-automobile transportation.
- CL-74. Evaluation of Smart Growth Street corridors and development within those corridors shall utilize multi-modal level of service standards, including pedestrian, bicycle, and transit modes of travel in addition to motor vehicle travel, to support and encourage overall mobility through improvement to all modes of travel.

Objective: Design corridors that equitably accommodate all users, and complement the unique characteristics of the surrounding community and mix of uses.”

- CL-77. Planning processes for Smart Growth corridors shall consider road diets, pedestrian and bicycle enhancements, traffic calming measures and other feasible measures to create a corridor that equitably accommodates all users and modes of travel.

Commercial Corridor Planning

The project area incorporated in the Fair Oaks Complete Streets Master Plan is identified as part of a Commercial Corridor in the County 2030 General Plan. One of the implementation measures for Commercial Corridor improvements is as follows:

Objective: Revitalized commercial corridors that will enhance community image and stimulate private reinvestment, that support provision of enhanced public transit, and that will encourage new economic and commercial development and improvements to housing and infrastructure.

Implementation Measures: Pedestrian and Bicycle Connections: Encourage pedestrian walkway and bicycle connections and amenities to help attract customers, link uses, and revitalize the corridors.

THE CITY OF SACRAMENTO 2035 GENERAL PLAN

The following City of Sacramento General Plan policies provide insight to the goals and objectives of the City’s Mobility Element and apply to the Fair Oaks Boulevard Complete Streets Master Plan Project.

Policy M1.2.1 – Multimodal Choices. The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

Policy M1.2.2 – Level of Service (LOS) Standard. The City shall implement a flexible context- sensitive Level of Service (LOS) standard, and will measure traffic operations against the vehicle LOS thresholds established in this policy. The City will measure Vehicle LOS based on the methodology contained in the latest version of the Highway Capacity Manual (HCM) published by the Transportation Research Board. The City’s specific vehicle LOS thresholds have been defined based on community values with respect to modal priorities, land use context, economic development, and environmental resources and constraints. As such, the City has established variable LOS thresholds appropriate for the unique characteristics of the City’s diverse neighborhoods and communities. The City will strive to operate the roadway network at LOS D or better for vehicles during typical weekday conditions, including AM and PM peak hour with the following exceptions described below:

D. Other LOS F Roadways - LOS F is allowed for the following roadways because expansion of the roadways would cause undesirable impacts or conflict with other community values;

- Howe Avenue: US 50 to Fair Oaks Boulevard

E. If maintaining the above LOS standards would, in the City’s judgment be infeasible and/or conflict with the achievement of other goals, LOS E or F conditions may be accepted provided that provisions are made to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures as part of a development project or a city initiated project. Additionally the City shall not expand the physical capacity of the planned roadway network to accommodate a project beyond that identified in Figure M4 and M4a (2035 General Plan Roadway Classification and Lanes).

SACRAMENTO COUNTY BICYCLE MASTER PLAN

The Sacramento County Bicycle Master Plan’s main purpose is to increase bicycle usage within the unincorporated Sacramento County by improving infrastructure that supports bicycle use and safety. It has the relevant goals of increasing bicycle usage, reducing bicycle collisions and injuries from all causes, and increasing the total number of bicycle facilities within the unincorporated Sacramento County. The following strategies to accomplish these Sacramento County Bicycle Master Plan goals are relevant to the Fair Oaks Boulevard Complete Streets Master Plan:

- Policy 1-1. Promote bicycling as a healthy transportation option that improves physical fitness and community wellbeing. Create and target programs to reach students at all educational levels, employers and employees, and resident groups.
- Policy 2-2. Provide an appropriate bicycle network for all bicyclist types and skill levels by developing safe, comfortable, low-stress bikeways such as bicycle boulevards and trails that reduce conflicts between bicyclists and drivers.
- Policy 3-2. Collaborate with regional agencies to coordinate planning and development of County bikeways to support a regional bicycle network.

SACRAMENTO COUNTY PEDESTRIAN MASTER PLAN

The major purpose of the Sacramento County Pedestrian Master Plan is to increase the number of pedestrian trips taken throughout the unincorporated County by making pedestrian infrastructure safer, more comfortable, more equitable, and more appealing. The following strategies to accomplish these Sacramento County Pedestrian Master Plan goals are relevant to Fair Oaks Boulevard Complete Streets Master Plan:

- 1.1. Consider the full range of design elements to improve pedestrian safety.
- 1.3. Construct sidewalks with appropriate widths near schools and on busy streets to accommodate pedestrians.
- 1.4. Use state-of-the-art technologies such as pedestrian countdown signals and video detectors where appropriate.
- 1.5. Construct bikeways to keep bicycles off sidewalks to minimize pedestrian/bicycle collisions.
- 1.6. Analyze pedestrian-motor vehicle collisions to reduce the incidences of pedestrian/motor vehicle conflicts.
- 1.10. Improve street lighting in neighborhoods.
- 2.1. Implement the Sacramento County ADA Transition Plan. Refer to the ADA Transition Plan for more details.

SACRAMENTO COUNTY DESIGN GUIDELINES

Sacramento County Design Guidelines provide consistent design principles to implement the County General Plan. The County Design Guidelines emphasize project design principles that improve the health and safety of residents, including the safety of pedestrians and bicyclists in commercial and business districts. The following design principle is relevant to the Fair Oaks Boulevard Complete Streets Master Plan:

- Roadway and street design should incorporate various methods of traffic calming to support pedestrian circulation and active transportation objectives. This could include changing paving materials in crosswalks, undulations, reduced speeds, flashing beacons, etc.

IMPACT: CIRCULATION - LEVEL OF SERVICE (LOS) STANDARD

A Traffic Study was prepared by Fehr & Peers for the Fair Oaks Boulevard Complete Streets Master Plan (see **Table IS-1**). This study collected Level of Service (LOS) data for signal and stop-controlled intersections, at midday peak hour (12:00 – 2:00 PM), and at evening peak hour (4:00 – 6:00 PM). Level of Service is a quantitative metric that describes the operating conditions (i.e. congestion) at a given point in time, and ranges from LOS A (optimum traffic conditions with minimum delay) to LOS F (long queues and delays). The intersection of Howe Ave. / Fair Oaks Blvd. currently functions at LOS F, and would experience an increase in delays at LOS F in both the short-term and long-term after implementation of the project. The intersection of University Ave. / Fair Oaks Blvd. currently functions at LOS E, and would experience LOS F in both the short-term and long-term after implementation of the project.

The intersection of University Ave. / Fair Oaks Blvd. currently functions at LOS E, and would experience LOS F in both the short-term and long-term after implementation of the project. The intersection of Fulton Ave. / Fairgate Rd. / Fair Oaks Blvd. currently functions at LOS F, and would experience LOS F in the short-term after implementation of the project before improving to LOS D. The Monroe St. / U turn intersection would improve from current conditions at LOS F to LOS E in the short-term after implementation of the project.

Table IS-1: LOS for Existing Conditions and Project-Implementation Conditions

Intersection	Control		PM Peak Hour LOS ¹		
	Current Configuration	Recommended Alternative	Current Configuration	Recommended Alternative	
				Short-Term	Long-Range
1. Howe Ave. / Fair Oaks Blvd.	Signal	Signal	F / 106	F / 108	F / 122
2. University Ave. / Fair Oaks Blvd.	SSSC	Signal	E / 48 (WB LT)	F / 59 (WB LT)	F / 82
3. Fulton Ave. / Fairgate Rd./Fair Oaks Blvd.	SSSC	Signal	F / 70 (NB LT)	F / 71 (NB LT)	D / 54
4. Munroe St. / Fair Oaks Blvd.	Signal	Signal	D / 48	D / 52	D / 47
5. Fulton Ave./Munroe St. / Sierra Blvd.	Signal	Signal	B / 20	B / 19	D / 35
6. Munroe St. / U-turn	UNC		F / 50 (SB UT)	E / 45 (SB UT)	
7. Fair Oaks Blvd. / Pavilion's Crossing	Signal	-	-	A / 9	B / 13
8. Fair Oaks Blvd. / Loehmann's Crossing	Signal	-	-	C / 34	D / 36
<p>Notes</p> <p>SSSC = Side-street Stop Control, UNC= Uncontrolled.</p> <p>¹Average delay (rounded to the nearest second) and LOS for signalized and all-way stop-controlled intersections is the weighted average for all movements (with grade A-F). Average delay and LOS at side-street stop-controlled intersections shown for both worst-case side street movement (in parentheses) and intersection as a whole.</p> <ul style="list-style-type: none"> WB LT = Westbound Left Turn, NB LT = Northbound Left Turn, SB UT = Southbound U-Turn 					

While LOS standards will not be improved or maintained within the project, The Fair Oaks Boulevard Complete Streets project improves overall mobility and promotes non-automobile transportation through increasing bicycle and pedestrian circulation and facilities, as outlined in General Plan policy CL-72. Maintaining current LOS standards would directly conflict with the project’s intention of accomplishing the County General Plan objective to equitably accommodate all users and modes of travel through implementation of a road diet, traffic calming measures, and bicycle and pedestrian enhancements.

The City General Plan allows LOS F conditions at the intersection of Howe Avenue and Fair Oaks Boulevard, pursuant to City General Plan policy M 1.2.2(D). City General Plan policy M 1.2.2(E) also allows for LOS E or F conditions if provisions promote non-vehicular transportation or provide improvements to the overall system, which the Fair Oak Boulevard Complete Streets Master Plan does.

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In cases in which a project’s significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first

adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the “benefits of the project outweigh the significant effects on the environment” (Public Resources Code 21081). In the County General Plan Update FEIR Statement of Findings of Fact and Overriding Considerations, the Board of Supervisors identifies the specific economic, social, and other considerations in its judgement, outweigh the significant environmental effects that the project will cause. The following excerpt from the General Plan Final EIR Findings of Fact and Statement of Overriding Considerations supports the concept of implementing smart-growth projects, such as the Fair Oaks Complete Streets Master Plan, although the impacts to level of service ultimately will be significant and unavoidable.

Impact Identified in County General Plan Update EIR: The volume increases associated with the Project (County General Plan Update) result in multiple roadways degrading from acceptable to unacceptable levels of service. In addition, multiple roadways that would already operate at an unacceptable level of service under the No Project Alternative would experience and increase of volume-to-capacity ratio of greater than 0.05. Despite the improvements in mobility that could be accomplished through the application of mitigation, it is considered infeasible to fully mitigate the Project’s impacts on roadways for an array of reasons. There are physical constraints that make widening some roadways infeasible, such as the presence of biological resources or existing buildings that would need to be removed to accommodate the expansion.

The following mitigation measure was incorporated into the General Plan Update to reduce this impact:

- TC-3 – The County shall adopt a smart-growth program that will facilitate the expansion of walkways, bikeways, and transit services and decreases in vehicle miles traveled. This requirement may be met by adopting the proposed Smart Growth Streets program described in this chapter, or by including a policy within the General Plan requiring adoption of a smart-growth program consisting of the following minimum elements:
 - A policy focusing on overall mobility to supplement the existing vehicular mobility standards.
 - A policy or set of policies that allow enhancements to non-auto travel modes as mitigation pursuant to the policy described in TC-3.
 - Replacement or alteration of the minimum parking standards with standards that reflect and accommodate average use for the region, or other method that results in overall reductions in per-project parking requirements.

The implementation of the Project will support the Smart Growth Streets program prescribed in the General Plan Update Mitigation Measure TC-3. The significant impact to LOS that will occur along Fair Oaks Boulevard due to implementation of the Project has been adequately addressed in the County General Plan Update EIR.

IMPACT TO PUBLIC SAFETY ON AREA ROADWAYS

A Traffic Study was produced by Fehr & Peers for the Fair Oaks Complete Streets Master Plan, summarizing potential project impacts to bicycle and pedestrian circulation, in addition to motorist circulation levels. Pedestrian circulation was analyzed using Pedestrian Streetscore + Level of Traffic Stress (Pedestrian LTS) methodology, which refers to a pedestrian comfort level when traveling on a roadway or through an intersection. Pedestrian LTS ranges from 1 (highly comfortable) to 4 (a barrier and/or very uncomfortable).

Existing Pedestrian LTS Conditions are a 4 in the majority of the project area (See Plate IS-7, Plate IS-8). The outermost lane on both the north and the south side of Fair Oaks Boulevard within the project area will be converted into separated bicycle lanes and a widened sidewalk. This will decrease the number of motorist lanes on Fair Oaks Boulevard within the project area from 6 to 4. Overall, widening sidewalks, adding signalized pedestrian crossings, adding traffic signals, and adding traffic calming measures such as bulb-outs, pedestrian median refugees, and marked sidewalks will increase pedestrian comfort and improve Pedestrian LTS within the project area.

Bicycle circulation was analyzed using a Streetscore+ Level of Stress (Bicycle LTS). Bicycle LTS refers to a bicyclist's comfort level traveling down a roadway. Bicycle LTS range from a score of 1 (most riders, including children and the elderly, are highly comfortable) to a score of 4 (highly uncomfortable to most riders). Under existing conditions, Bicycle LTS along Fair Oaks Boulevard from Howe Ave. to Munroe St. receives a score of 4, and the frontage roads flanking Fair Oaks Boulevard receive a score of 2. Fulton Avenue within the project site receives a Bicycle LTS score of 4. Creating separated bicycle lanes and adding traffic lights along Fair Oaks Boulevard within the project site will improve the Bicycle LTS score by improving safety of bicyclists and providing adequate bicycle facilities.

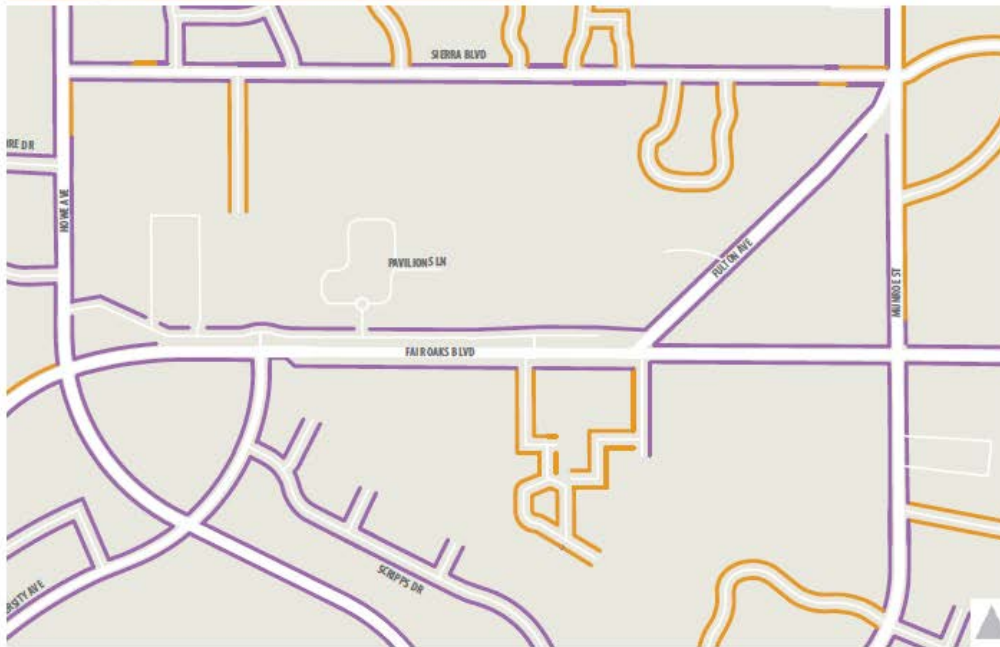
One of the core goals of the Fair Oaks Boulevard Complete Streets Master Plan is to improve safety within the project area for bicyclists, pedestrians, and motorists. Widening sidewalks, creating median pedestrian refugees, employing marked crosswalks, installing ADA-compliant ramps, and adding both traffic signals and signalized pedestrian crossings improves safety for pedestrians. Adding separated bicycle lanes improves safety and access for bicycle riders without adding safety concerns for motorists.

Implementing traffic signals and pedestrian crossings will have the following effects on the corridor:

- Improving safety for pedestrians and motorists by discouraging jaywalking across Fair Oaks Boulevard and Fulton Avenue.
- Adding traffic signals at the intersections of Fair Oaks Boulevard/University Avenue and Fair Oaks Boulevard/Fulton Ave. /Fairgate Rd. improves safety for motorists by providing a more structured left turn.

Plate IS-7: Pedestrian Streetscore+ Level of Stress Map

Existing Pedestrian Facilities



Sidewalk Inventory
 — Sidewalk
 — No Sidewalk

Level of Traffic Stress (LTS)



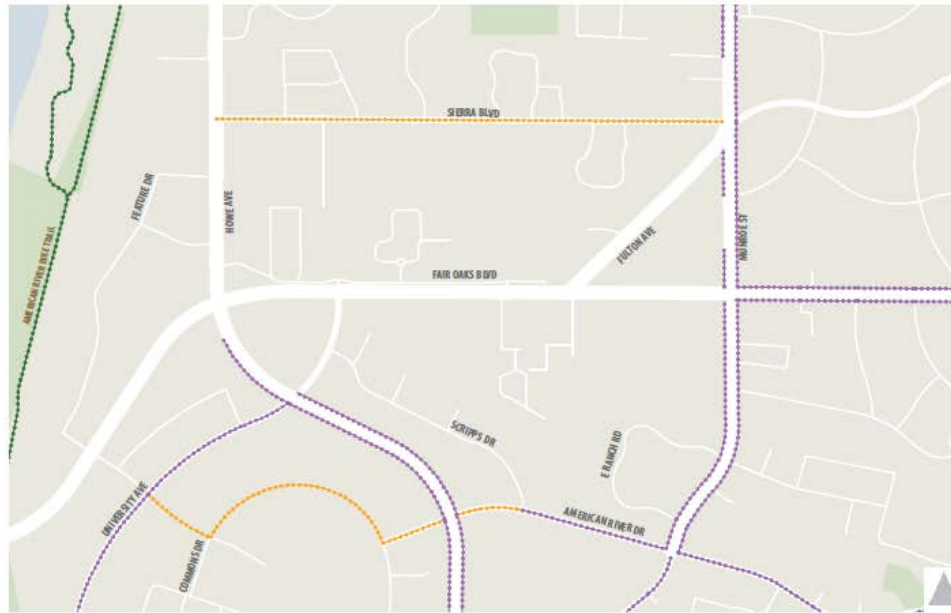
Intersection LTS
 — Highly Comfortable
 — Generally Comfortable
 — Uncomfortable But Possible
 — Very Uncomfortable or Impossible

Roadway LTS
 — Highly Comfortable
 — Generally Comfortable
 — Uncomfortable But Possible
 — Very Uncomfortable or Impossible

The pedestrian LTS arrows point to the crossing segments pedestrian use at each intersection.

Plate IS-8: Bicycle Streetscore+ Level of Stress Map

Existing Bicycle Facilities



- Bike Facilities**
- Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route

Level of Traffic Stress (LTS)



- Intersection LTS**
- Highly Comfortable
 - Generally Comfortable
 - Uncomfortable But Possible
 - Very Uncomfortable or Impossible
- Roadway LTS**
- Highly Comfortable
 - Generally Comfortable
 - Uncomfortable But Possible
 - Very Uncomfortable or Impossible

- Removing a point of access from a commercial parking lot to University Avenue and removing another point of access from a frontage street to Fair Oaks Boulevard at the intersection of Fair Oaks Blvd. / Fulton Ave. / Fairgate Rd. improves the safety of all corridor users by decreasing the possibility of collisions within the intersection.

The Fair Oaks Boulevard Complete Streets Master Plan will increase the safety of all corridor users. Therefore, impacts to public safety are ***less than significant***.

HYDROLOGY AND WATER QUALITY

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 rains will wash the sediment into storm drains and thence into surface waters. After construction is complete, various other pollutants generated by site use can also be washed into local waterways. These pollutants include; but are not limited to: vehicle fluids, heavy metals deposited by vehicles, and pesticides or fertilizers used in landscaping.

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by 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 six 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.

Project compliance with requirements outlined above, as administered by the County and the Regional Water Board will ensure that project-related erosion and pollution impacts are ***less than significant***.

OPERATION: STORMWATER RUNOFF

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

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment projects. Source control BMPs are intended to keep pollutants from contacting site runoff. Examples include “No Dumping-Drains to Creek/River” stencils/stamps on storm drain inlets to educate the public, and providing roofs over areas likely to contain pollutants, so that rainfall does not contact the pollutants. Treatment control measures are intended to remove pollutants that have already been mobilized in runoff. Examples include vegetated swales and water quality detention basins. These facilities slow water down and allow sediments and pollutants to settle out prior to discharge to receiving waters. Additionally, vegetated facilities provide filtration and pollutant uptake/adsorption. 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 and South Placer Regions, 2007* (Design Manual) in selecting and designing post-construction facilities to treat runoff from the project. A post construction design regulation was approved by the Municipal Services Agency Administrator on May 18th 2006. This regulation defines the development standards that the County is implementing and is reflected in the Design Manual. Treatment control measures are required on new development and redevelopment projects that meet or surpass the thresholds defined in Table 3-2 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:

<http://www.waterresources.saccounty.net/stormwater/Pages/default.aspx>

<http://www.beriverfriendly.net/Newdevelopment/>

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***.

BIOLOGICAL RESOURCES

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

- Adversely affect or result in the removal of native or landmark trees.

REGULATORY SETTING – NON-NATIVE TREE CANOPY

The Sacramento County General Plan Conservation Element contains several policies aimed at preserving tree canopy within the County. County General Plan- Conservation Element, Section VII Terrestrial Resources, Urban Forest Management”:

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 onsite 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.

IMPACT – NON - NATIVE TREES

Implementation of the project may result in the removal in some isolated trees. At this time it is not certain which trees may be impacted. If tree removal is necessary, replacement would occur following the Community Development Guidelines noted above, per the County General Plan, Conservation Element, and Urban Forestry chapter. The trees at Fulton and Fair Oaks (Plate IS-9) are non-native sycamore trees. These would be replaced (if removed) following the Community Development Guidelines noted above, per the County General Plan, Conservation Element, and Urban Forestry chapter.

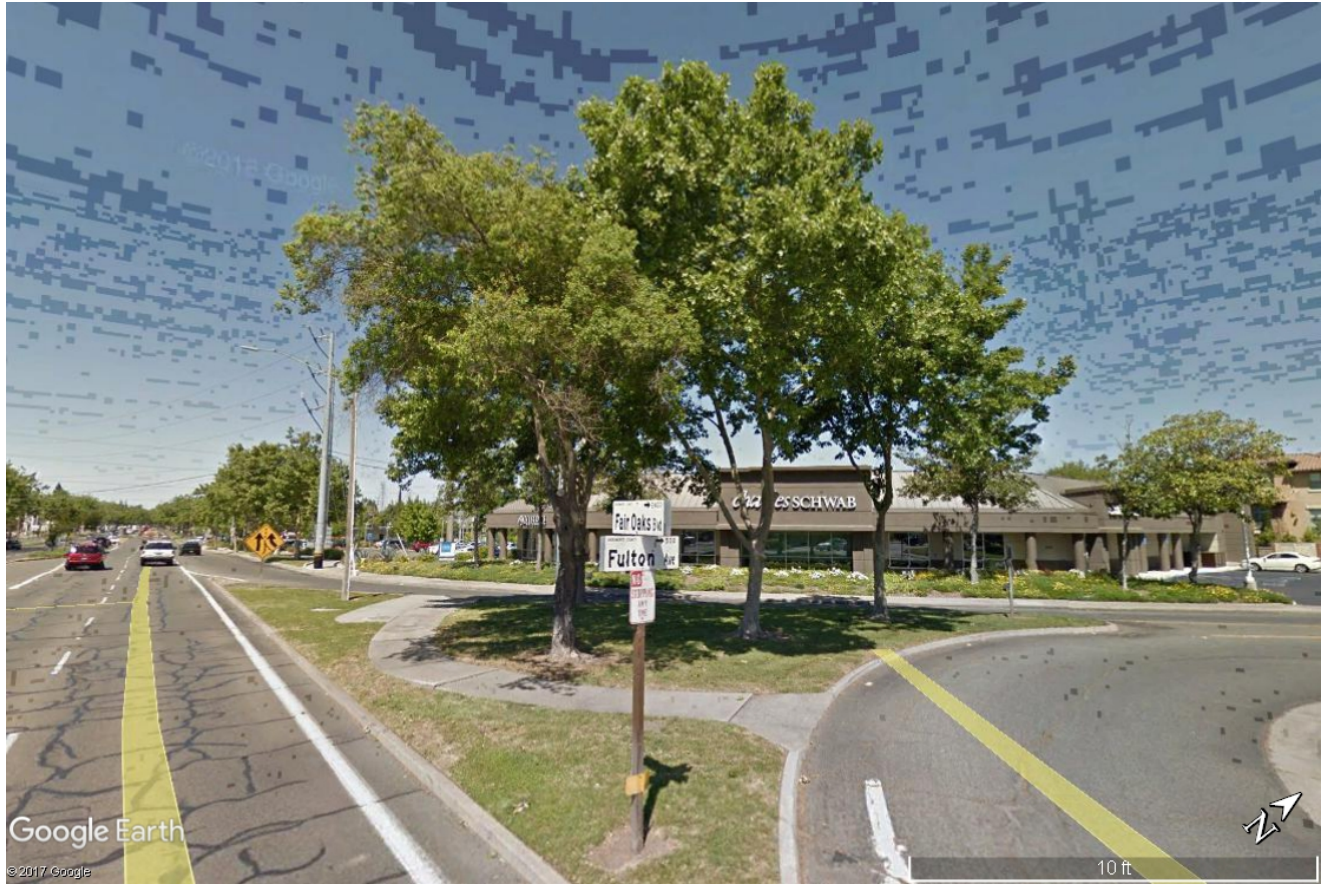
Landscaping improvements and minimization measurements are addressed by the Fair Oaks Boulevard Complete Streets Master Plan; in section 4.0 “Corridor Vision”, it states:

- Designing the street landscaping following County Water Conservation Ordinance, Stormwater Quality Design Guidelines, River Friendly Design Guidelines, and Community Development Design guidelines will provide a more sustainable corridor which contributes to healthy community and environmental goals.
- Replacement of removed trees with new trees, where possible within the streetscape of Fair Oaks Boulevard, is recommended. Preservation of existing trees during roadway design and existing tree protection during construction, per the “County Tree Preservation and Protection” ordinance and the “County Standard Specifications”, is recommended.

The specific plant palette suggested for the Fair Oaks Boulevard corridor study area is described in Appendix A, “Tree Selection Guide”, of the Fair Oaks Boulevard Master Plan.

Although the implementation of the project may result in the loss of some canopy, the amount of canopy to be replaced as part of the landscaping component within the Master Plan will be greater than the canopy lost. The projects impacts to non-native canopy will ultimately be ***less than significant***.

Plate IS-9: Non-Native Trees to Potentially Be Removed



REGULATORY SETTING – NATIVE TREES

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County Code) provides protections for landmark trees and heritage trees. The County Code defines a landmark tree as “an especially prominent or stately tree on any land in Sacramento County, including privately owned land” and a heritage tree as “native oak trees that are at or over 19” diameter at breast height (dbh).” Chapter 19.12 of the County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*) and states that “it shall be the policy of the County to preserve all trees possible through its development review process.” It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a diameter at breast height (dbh) of at least 6 inches or, if it has multiple trunks of less than 6 inches each, a combined dbh of 10 inches. The Sacramento County General Plan Conservation Element policies CO-138 and CO-139 also provide protections for native trees:

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

CO-139. Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

Native trees other than oaks include Fremont cottonwood (*Populus fremontii*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding’s willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

IMPACT – NATIVE TREES

At this stage, there are no explicit plans within the physical designs of the project that call for the removal of native trees. However, in the event that the implementation of the Fair Oaks Boulevard Complete Streets Master Plan Project results in the removal of native trees, mitigation is included within this Initial Study to compensate for that loss.

Additionally, if native trees are not removed, but may be impacted by construction activities, mitigation is included to ensure their protection. Compliance with Mitigation Measures A and B will ensure that impacts are ***less than significant***.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measure A and B 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 COMPLIANCE

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

MITIGATION MEASURE A: NATIVE TREE REMOVAL

If the removal of native trees is necessary for future phases of the Fair Oaks Boulevard Complete Streets Master Plan Project, a tree survey shall confirm the presence of any native trees prior to approval of construction plans. The removal of any native trees shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, at locations that are authorized by the Environmental Coordinator. On-site preservation of native trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Native trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

Unless planting is taking place onsite, replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first.

Equivalent compensation based on the following ratio is required:

- one preserved native tree < 6 inches dbh on-site = 1 inch dbh
- one D-pot seedling (40 cubic inches or larger) = 1 inch dbh

- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

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

1. Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved
2. Method of irrigation
3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage
4. Planting, irrigation, and maintenance schedules;
5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees which do not survive during that period.
6. Designation of 20-foot root zone radius and landscaping to occur within the radius of trees < 6 inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single family lots (including front yards), and roadway medians.

Native trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding (in the case of oak trees), utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and

structurally sound for future growth, by an ISA Certified Arborist subject to Environmental Coordinator approval.

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

MITIGATION MEASURE B: NATIVE TREE CONSTRUCTION PROTECTION

For the purpose of this mitigation measure, a native tree species include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*). Mitigation will be performed for native trees having a diameter at breast height (dbh) of at least 6 inches, or if there are multiple trunks of less than 6 inches each, a combined dbh of at least 10 inches.

With the exception of the trees removed and compensated for through Mitigation Measure A, above, all native trees on the project site, all portions of adjacent off-site native trees which have driplines that extend onto the project site, and all off-site native trees which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.
2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system.

3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.
4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees.
5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.
6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.
7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a six-inch depth.
8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.
9. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.
10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines".
11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.
13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk. Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more. .

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 or No Impact	Comments
1. LAND USE - Would the project:				
a. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	The Fair Oaks Boulevard Bicycle and Pedestrian Master Plan will implement the goals of increased walkability, bikeability, and safety for pedestrians and bicyclists that are present in the County General Plan, the City General Plan, the SACOG Regional Bicycle and Trails Master Plan, the Sacramento County Bicycle Master Plan, the Sacramento County Pedestrian Master Plan, the Sacramento County Design Guidelines, and the Arden Arcade Community Plan. The project does not conflict with land uses designated by the Sacramento County Zoning Code, the City of Sacramento Zoning Code, the Arden Arcade Community Plan, nor the Sierra Oaks Vista Neighborhood Preservation Area. See Initial Study.
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 project will neither directly nor indirectly induce substantial unplanned population growth; the proposal is consistent with existing land use designations. The proposed infrastructure project is intended to service existing or planned development and will not induce substantial unplanned population growth.
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?			X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing.
3. AGRICULTURAL RESOURCES - Would the project:				

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
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.
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. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	One of the goals of the project is to improve the visual character of the project area in order to make walking, bicycling, and driving more comfortable and pleasurable. The project will complement existing commercial and residential development and comply with existing zoning codes and design guidelines. The project will implement "complete streets" concepts and include planting of a number of landscape trees.
c. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X	The project will not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
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.
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 project will not require wastewater services.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	The 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 require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X	The project will replace existing drainage infrastructure.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X	The project will not require electric or natural gas service.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X	The project will not increase demand for emergency services.
h. Result in substantial adverse physical impacts associated with the provision of public school services?			X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?			X	The project will not require park and recreation services.
7. TRANSPORTATION/TRAFFIC - Would the project:				
a. Result in a substantial increase in vehicle trips that would exceed, either individually or cumulatively, a level of service standard established by the County?			X	The project area is currently exceeds LOS standards, and the project will increase delay in an area that exceeds LOS standards. The project will not increase vehicle trips; however. Maintaining current LOS standards would directly conflict with the project's goals to equitably accommodate all users and modes of travel, pursuant to County General Plan policies for designated Smart Growth Streets, City General Plan policies for the promotion of non-vehicular travel, and City General Plan policies for the intersection of Howe Avenue and Fair Oaks Boulevard. A Traffic Impact Study was prepared for the proposed project. See Initial Study.
b. Result in a substantial adverse impact to access and/or circulation?			X	The project will improve circulation for bicyclists, pedestrians, and motorists. The northernmost and southernmost lanes on Fair Oaks Boulevard will be restriped and converted to bicycle lanes, and the sidewalk will be expanded. Traffic signals will be added at the intersections of Fair Oaks Blvd. / University Avenue and at the intersection of Fair Oaks Blvd. / Fairgate Rd. / Fulton Ave. to allow motorists to travel in a straight path and/or make left turns that were not previously feasible. A traffic signal will be added at the intersection of Fulton Ave. / Munroe St. / Sierra Ave. to improve circulation and accommodate expected northern-bound traffic from Munroe St. and Fulton Ave. See Initial Study.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
c. Result in a substantial adverse impact to public safety on area roadways?			X	The project will improve safety for bicyclists, pedestrians, and motorists. Traffic signals, signalized pedestrian crossings, widened sidewalks, and traffic calming measures (see Project Description) will reduce collisions between all corridor users. See Initial Study.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	The project implements alternative transportation policies of the Sacramento County General Plan; the City of Sacramento General Plan; the Sacramento Area Council of Governments Regional Bicycle, Pedestrian and Trails Master Plan; the Sacramento County Bicycle Master Plan; and the Sacramento County Pedestrian Master Plan. The project does not conflict with alternative transportation policies of the above stated plans or other adopted policies, plans or programs supporting alternative transportation.
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.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X	There are two nursing homes adjacent to the project site; however, the project will not expose sensitive receptors to concentrations in excess of standards (See Response 8a). There are no schools, hospitals, or daycare centers adjacent to the project site.
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 exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X	The project is 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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
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 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).
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 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.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X	The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area.
d. Place structures within a 100-year flood hazard area (or 200-year flood hazard area requiring urban levels of flood protection) that would impede or redirect flood flows?			X	The project site is not within a 100-year or 200-year flood hazard area.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?			X	The project is not located in an area subject to 200 year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X	The project does not propose any physical changes that would affect runoff from the site.
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. All underground storage tanks are subject to federal and State regulations pertaining to operating standards, leak reporting requirements, and corrective action requirements. The County Environmental Management Department enforces these regulations. Existing regulations will ensure that impacts are less than significant.
11. GEOLOGY AND SOILS - Would the project:				
a. Expose people or structures to substantial risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X	Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
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 or 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. All soil on site is reported by the USDA as either urban land or an urban land complex.
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?			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	The site does not currently contain suitable habitat for these species, and it is presumed that their presence is extirpated. 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. The project site does not contain critical or suitable habitat for other special status species.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X	No sensitive natural community occurs on the project site, nor is the project expected to affect natural communities off-site.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?			X	No protected surface waters are located on or adjacent to the project site.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X	The project site is already developed. Project implementation would not affect native resident or migratory species.
e. Adversely affect or result in the removal of native or landmark trees?			X	Native and/or landmark trees occur on the project site and/or may be affected by off-site construction. Mitigation is included to ensure impacts are less than significant. Refer to the Initial Study.
f. Conflict with any local policies or ordinances protecting biological resources?			X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?			X	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 historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?			X	No known archaeological resources occur on-site.
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.
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X	No requests for tribal notification or consultation were received from California Native American Tribes pursuant to Public Resources Code 21080.3.1(b)(1). Tribal cultural resources were not identified in the project area.
14. 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 hazardous material.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant or No Impact	Comments
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 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 site is not located within ¼ mile of an existing /proposed school. The project does not involve the use or handling of 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	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.
15. 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	The project will not have the potential to interfere with the County meeting the goals of AB 32 (reducing greenhouse gas emissions to 1990 levels by 2020); therefore, the climate change impact of the project is considered less than significant.

SUPPLEMENTAL INFORMATION

LAND USE/POLICY CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments

Sacramento County 2030 General Plan	Low Density Residential, Medium Density Residential, Commercial and Office	X		The Commercial and Office designation explicitly states that “ideally, commercial areas are designed to integrate with the community, including the provision for pedestrian amenities.”
City of Sacramento 2030 General Plan	Employment Center Medium Rise	X		Goals for this land use designation include: “convenient and attractive pedestrian and vehicular connections from adjoining neighborhoods; sidewalks accommodate pedestrian movement, with connecting walkways from sidewalk into individual sites; bicycle lanes along key roadways.”
SACOG Regional Bicycle, Pedestrian, and Trails Master Plan	NA	X		Includes a regional projects list that identified Class II bicycle lanes for the project area. Class IV lanes provide greater protection than Class II lanes.
Sacramento County Bicycle Master Plan	N/A	X		Proposes Class II bicycle lanes along the Fair Oaks Boulevard Corridor. Class IV lanes provide greater protection than Class II lanes.
Sacramento County Pedestrian Master Plan	N/A	X		Proposes sidewalk projects at Fair Oaks Boulevard and Howe Avenue. Designates the project area as a Pedestrian District.
Sacramento County County-Wide Design Guidelines	N/A	X		The Circulation Element (3.2.6) explains that “Planning for safer and efficient movement of vehicles and pedestrians can result in an aesthetically appealing site, increased pedestrian safety and activity, improved overall mobility, reduced amount of impervious surface, and increased open space on site.”
Arden Arcade Community Plan	RD-30, BP, LC, SC	X		See Sacramento County and City of Sacramento land use zone designations.
Sierra Oaks Vista Neighborhood Preservation Area	RD-30, BP, LC, SC	X		See Sacramento County and City of Sacramento land use zone designations.
Sacramento County Land Use Zone	RD-30, BP, LC, SC	X		No conflicts with current zoning designations were noted.
City of Sacramento Land Use Zone	A-PUD, SC-PUD, C-2-R-PUD	X		No conflicts with current zoning designations were noted.

INITIAL STUDY PREPARERS

Environmental Coordinator: Tim Hawkins

Section Manager: Marianne Biner

Project Leader: Thomas Nguyen, Julie Newton

Initial Review: Thomas Nguyen, Amanda Dworkin

Office Manager: Belinda Wekesa-Batts

Administrative Support: Justin Maulit

COUNTY OF SACRAMENTO
OFFICE OF
PLANNING AND ENVIRONMENTAL REVIEW

MITIGATION MONITORING AND REPORTING PROGRAM

CONTROL NUMBER: PLER2016-00107

NAME: Fair Oaks Boulevard Complete Streets Master Plan Project

LOCATION: The project site is located within the Arden Arcade community on Fair Oaks Blvd. between Howe Ave. and Monroe St.

ASSESSOR'S PARCEL NUMBER(S):N/A

OWNER: Sacramento County

APPLICANT: Sacramento County Department of Transportation

PROJECT DESCRIPTION: The purpose of the proposed project is to improve bicycle and pedestrian mobility within the Fair Oaks Boulevard corridor. Fair Oaks Boulevard currently serves as a 6-lane thoroughfare between Howe Avenue and Munroe Street, and is paralleled by two 2-lane frontage streets from University Avenue to Fulton Avenue. The frontage roads will remain in their existing capacity as two-way streets after this project.

Upon approval of the project, the Sacramento County Board of Supervisors would be requested to adopt the Fair Oaks Boulevard Complete Streets Master Plan which creates a "complete street" vision for the section of Fair Oaks Boulevard, from Howe Avenue to Munroe Street and Fulton Avenue from Fair Oaks Boulevard to Munroe Street, incorporating concepts to improve pedestrian, bicycle, public transit and motorist mobility.

Although the Fair Oaks Complete Streets Master Plan is a master plan document, it is analyzed on the project level due to the small size of the project and the narrow scope of the document.

Improvements to the corridor are planned in multiple phases, with funding currently allocated for Phase One improvements. Phase One includes the planning, design, and construction of the two signalized pedestrian crossings on Fair Oaks Boulevard and the preparation of the Fair Oaks Boulevard Complete Streets Master Plan. Phase One is fully funded by the Sacramento Area Council of Governments (SACOG) 2014 Bicycle and Pedestrian Funding Program. Future phases of the project will construct the improvements developed in the Master Plan.

This environmental document analyzes the impacts of all improvements outlined in the Fair Oaks Complete Streets Master Plan.

The Fair Oaks Boulevard Complete Streets Master Plan (<http://www.sacdot.com/Pages/Fair-Oaks-Boulevard-Complete-Streets-Project.aspx>) includes the following:

- Adopt a General Plan Amendment to the Transportation Plan of the Circulation Element to designate Fair Oaks Boulevard as a Smart Growth Street from the intersection of

Howe Avenue to the east and Munroe Street to the west and on Fulton Avenue between Fair Oaks Boulevard and Sierra Avenue.

- Install a Traffic Signal at Fair Oaks Boulevard and University Avenue.
- Install a signalized pedestrian crossing on Fair Oaks Boulevard between University Avenue and Fairgate Road.
- Install a traffic signal at Fair Oaks Boulevard and Fairgate Road/Fulton Avenue.
- Install a signalized pedestrian crossing on Fair Oaks Boulevard between Fairgate Road/Fulton Avenue and Munroe Street.
- Modify the traffic signal at Munroe Street / Fulton Avenue Sierra Boulevard.
- Widen undersized sidewalks along Fair Oaks Boulevard and the frontage streets to meet ADA standards.
- Modify gutters where sidewalks are widened.
- Install new drainage inlets where new sidewalks are created.
- Install pipes to connect new drainage inlets to existing storm sewers.
- Install Americans with Disabilities Act (ADA) compliant ramps, bulb-outs, median pedestrian refuge islands.
- Plant more trees for shading.
- Reduce the number of travel lanes from 6 lanes to 4 lanes within the project site.
- Install Class IV separated bicycle lanes.

TYPE OF ENVIRONMENTAL DOCUMENT: Initial Study/Mitigated Negative Declaration

PREPARED BY: Sacramento County
Office of Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

PHONE: (916) 874-6141

MITIGATION MONITORING AND REPORTING PROGRAM

ADOPTED BY: **DATE:**

ATTEST: _____

SECRETARY/CLERK

TABLE OF MEASURES

<input type="checkbox"/> MITIGATION MEASURE A: NATIVE TREE REMOVAL	6
<input type="checkbox"/> MITIGATION MEASURE B: NATIVE TREE CONSTRUCTION PROTECTION.....	10

PURPOSE AND PROCEDURES

Pursuant to Section 21081.6 of the Public Resources Code and Chapter 20.02 of the Sacramento County Code, a Mitigation Monitoring and Reporting Program has been established for the project entitled Project Name (Control Number: PLER2016-00107).

PURPOSE

The purpose of this program is to assure diligent and good faith compliance with the Mitigation Measures which have been recommended in the environmental document, and adopted as part of the project or made conditions of project approval, in order to avoid or mitigate potentially significant effects on the environment.

NOTIFICATION AND COMPLIANCE

It shall be the responsibility of the project applicant/owner to provide written notification to the Environmental Coordinator, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The Environmental Coordinator will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program (MMRP). Any non-compliance will be reported to the project applicant/owner, and it shall be the project applicant's/owner's responsibility to rectify the situation by bringing the project into compliance and re-notifying the Environmental Coordinator. Any indication that the project is proceeding without good-faith compliance could result in the imposition of administrative, civil and/or criminal penalties upon the project applicant/owner in accordance with Chapter 20.02 of the Sacramento County Code.

PAYMENT

It shall be the responsibility of the project applicant to reimburse the Planning and Environmental Review Division for all expenses incurred in the implementation of the Mitigation Monitoring and Reporting Program (MMRP), including any necessary enforcement actions.

COMPLETION

Pursuant to Section 20.02.060 of the Sacramento County Code, upon the determination of the Environmental Coordinator that compliance with the terms of the approved Mitigation Monitoring and Reporting Program has been achieved, and that there has been full payment of all fees for the project, the Environmental Coordinator shall record and issue a Program Completion Certificate for the project.

STANDARD PROVISIONS

The project applicant shall submit one copy of all Project Plans and Construction Specifications and/or revisions to the Environmental Coordinator prior to Board approval to advertise Plans and Specifications. If the Environmental Coordinator determines that the Plans are not in full compliance with the adopted MMRP, the Plans shall be returned to the project applicant with a letter specifying the items of non-compliance, and instructing the applicant to revise the Plans, and then resubmit one copy of the revised Plans to the Environmental Coordinator prior to Board approval to advertise.

Additionally, the project applicant shall notify the Environmental Coordinator **no later than 48 hours** prior to the start of construction and no later than 24 hours after its completion. The applicant shall notify the Environmental Coordinator no later than 48 hours prior to any/all Final Inspection(s) by the County of Sacramento.

The project applicant shall notify the Environmental Coordinator of any pre-construction meetings. Upon notification, a determination will be made as to whether or not the Environmental Coordinator will need to attend the meeting.

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

MITIGATION MEASURE A: NATIVE TREE REMOVAL

If the removal of native trees is necessary for future phases of the Fair Oaks Boulevard Complete Streets Master Plan Project, a tree survey shall confirm the presence of any native trees prior to approval of construction plans. The removal of any native trees shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, at locations that are authorized by the Environmental Coordinator. On-site preservation of native trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Native trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first.

Equivalent compensation based on the following ratio is required:

- one preserved native tree < 6 inches dbh on-site = 1 inch dbh
- one D-pot seedling (40 cubic inches or larger) = 1 inch dbh
- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

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

1. Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved
2. Method of irrigation
3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage
4. Planting, irrigation, and maintenance schedules;

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees which do not survive during that period.
6. Designation of 20-foot root zone radius and landscaping to occur within the radius of trees < 6 inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single family lots (including front yards), and roadway medians.

Native trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding (in the case of oak trees), utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA Certified Arborist subject to Environmental Coordinator approval.

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

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.
2. Prior to the approval of Improvement Plans or building permits, submit the required Replacement Tree Planting Plan to the Environmental Coordinator for review and approval.
3. Prior to the approval of building permits, submit evidence that tree planting has occurred, or will occur onsite.
4. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the Environmental Coordinator for review and approval prior to the start of any construction work (including clearing and grubbing).

Verification (Action by the Environmental Coordinator):

1. Review the Replacement Tree Planting Plan and Project Plans prior to the start of construction. Approve Plans that are determined to be in compliance with all required mitigation.
2. Prior to building permits verify tree plantings if tree plantings are to occur offsite.
3. Monitor compliance during periodic site inspections of the construction work.
4. Participate in any Final Inspection(s) as necessary.

Comments:

Completion of Mitigation Verified:

Signature: _____

Date: _____

□ MITIGATION MEASURE B: NATIVE TREE CONSTRUCTION PROTECTION

For the purpose of this mitigation measure, a native tree species include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*). Mitigation will be performed for native trees having a diameter at breast height (dbh) of at least 6 inches, or if there are multiple trunks of less than 6 inches each, a combined dbh of at least 10 inches.

With the exception of the trees removed and compensated for through Mitigation Measure A, above, all native trees on the project site, all portions of adjacent off-site native trees which have driplines that extend onto the project site, and all off-site native trees which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.
2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system.
3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.
4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees.
5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.
6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should

be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.

7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a six-inch depth.
8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.
9. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.
10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines".
11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.
13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk. Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more. .

Implementation and Notification (Action by Project Applicant):

1. Comply fully with the above measure.
2. Include the above measure verbatim as a Construction Note and incorporate it into all Plans and Specifications for the project, and submit one copy to the

Environmental Coordinator for review and approval prior to the start of any construction work (including clearing and grubbing).

3. Regarding the above mitigation measure items 5, 6, and 10, submit written evidence to the Environmental Coordinator from a certified arborist that indicates that the work has been properly completed as required. Provide the name, address and phone number of the certified arborist.

Verification (Action by the Environmental Coordinator):

1. Review the Project Plans prior to the start of construction. Approve Project Plans that are determined to be in compliance with all required mitigation.
2. Review submitted information from certified arborist.
3. Monitor compliance during periodic site inspections of the construction work.
4. Participate in any Final Inspection(s) as necessary.

Comments:

Completion of Mitigation Verified:

Signature: _____

Date: _____