15 SUMMARY OF IMPACTS

SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED – PREFERRED PROJECT

AIR QUALITY- OPERATIONAL EMISSIONS

The proposed project would result in long-term regional emissions of criteria air pollutants associated with vehicle emissions, natural gas consumption, landscaping equipment, etc. The CalEEMod model run showed that ROG levels exceeded threshold levels despite the application of feasible mitigation measures. The project is required to have an Operational Air Quality Mitigation Plan (located in Appendix B) which incorporates measures that include, but are not limited to, reductions in vehicle trips and vehicle miles traveled resulting from the project's density, proximity to adjacent land uses and job centers, and its transit, bicycle, and walkability characteristics (AQ-1). The Plan also includes an energy efficiency measure that will reduce natural gas combustion emissions generated by the project by requiring all buildings in the project be constructed to exceed California 24 building energy standards by a minimum of 20%. However, ROG levels of the project will still exceed the threshold of significance during operation, making this impact significant and unavoidable.

AIR QUALITY- CUMULATIVE IMPACTS

The operational emissions for the proposed project are significant and unavoidable, and therefore are also significant and unavoidable when the proposed project is analyzed with the cumulative condition. Mitigation Measure AQ-1 will also be applied to address cumulative impacts, though the mitigation will not reduce impacts to less than significant levels. Therefore, cumulative air quality impacts for the proposed project are significant and unavoidable.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT ROADWAY SEGMENTS

Two roadway segments within the project network, Antelope Road between Don Julio Boulevard and Roseville Road (Sacramento County) and Elkhorn Boulevard between Don Julio Boulevard and Roseville Road (Sacramento County) are expected to operate at an unacceptable level of service for Existing-Plus-Preferred Project conditions.

The Antelope Road segment currently operates at an unacceptable LOS F without the project, and the proposed project would increase the volume-to-capacity ratio by more than five percent. This results in a significant impact that could only be feasibly mitigated by widening that segment of road from four to six lanes, which would improve the segment to LOS C. As that improvement would not be the sole responsibility of the project applicant (a 7.02 percent share was calculated for the project), the actual condition of the road will not be improved at the time the project impact occurs, even

with fair share mitigation by the project. Therefore, impacts on the segment of Antelope Road between Don Julio Boulevard and Roseville Road will be significant and unavoidable, even with mitigation (TC-5).

Elkhorn Boulevard between Don Julio Boulevard and Roseville Road operates at LOS E without the project and LOS F with the project. The associated deterioration in roadway segment function constitutes a significant impact. The significant impact at this roadway cannot be mitigated. The roadway is build out to its ultimate capacity and no further mitigation measures were determined to be feasible. Therefore, the impact to this roadway is significant and unavoidable.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT ROADWAY SEGMENTS

The roadway segment on Elkhorn Boulevard between Don Julio Boulevard and Roseville Road operates at LOS F without the project and the project increases the volume-to-capacity ratio by more than 0.05. This is a significant impact. The significant impact at this roadway cannot be mitigated. This roadway is built out to its ultimate capacity and no further mitigation measures were determined to be feasible. This impact is significant and unavoidable.

SIGNIFICANT EFFECTS WHICH CAN BE AVOIDED – PREFERRED PROJECT

BIOLOGICAL RESOURCES – WETLANDS AND SURFACE WATERS

The project will result in direct impacts to 1.144 acres wetlands, consisting of 0.06 acres of channel, 0.042 acres of drainage ditch, 0.003 acres of seasonal wetland swale, and 1.039 acres of vernal pools. The applicant is required to obtain permits from the Army Corps of Engineers prior directly impacting any onsite wetlands. Mitigation Measure BR-1 requires that all applicable permits be obtained prior to any ground disturbing activity. If mitigation through the permit process results in a 1:1 mitigation then no further mitigation will be required. If a no net loss of wetlands is not achieve through the permit process mitigation though other acceptable means, as detailed in mitigation measure BR-1 will be required.

A total of 0.722 acres of seasonal wetland swales will be preserved within open space Lot H. No indirect impacts to the seasonal swales are anticipated because they are upslope from the impacted wetlands and they receive most of their water from offsite sources. The swale is located adjacent to Don Julio Boulevard which will be widened as part of this project. In order to prevent direct impacts to the swale, construction fencing must be placed around the swale. No impact to this swale is anticipated; however, given the proximity to construction on Don Julio Boulevard, it should be noted that any direct impact to this swale will require permits from the Army Corps of Engineers as detailed in Mitigation Measure BR-1. The applicant has prepared a Wetland Preservation-Compensation Plan (located in Appendix C of this EIR). The plan details the strategy for maintenance and management of the preserved seasonal

wetland swales. Mitigation Measure BR-2 requires implementation of that plan, or other approved plan in, order to ensure that Lot H is conserved in perpetuity. With mitigation, impacts to wetlands and surface waters are less than significant.

BIOLOGICAL RESOURCES – IMPACTS TO SPECIAL STATUS PLANT SPECIES

The field studies prepared for the project did not observe any special-status plant species, although suitable habitat exists for pincushion navarretia, Sacramento Orcutt grass, dwarf downingia, legenere, Bogg's Lake hedge-hyssop, and Sanford's arrowhead. Moreover, the closest mapped occurrence is approximately two miles from the subject property. Though no species were identified during the survey, definitively determining that these species are not present requires multiple surveys during the plants flowering stage; therefore mitigation requiring additional surveys prior to construction are required to ensure that there are no significant impacts to special-status species. Mitigation Measure BR-3 details the appropriate procedures for such surveys, and will reduce impacts to less than significant.

BIOLOGICAL RESOURCES – IMPACTS TO SANFORD'S ARROWHEAD

Suitable habitat to support Sanford's arrowhead exists within the drainage ditches on the site. Though no Sanford's arrowhead plants were identified during the survey, definitively determining that these species are not present requires surveys during the plants flowering stage; therefore mitigation requiring that the site be surveyed prior to construction is required to ensure that there are no significant impacts to Sanford's arrowhead. Mitigation Measure BR-4 will reduce impacts to less than significant.

BIOLOGICAL RESOURCES – IMPACTS TO SPECIAL STATUS BIRD SPECIES

In accordance with Sacramento County's methodology to determine impacts to foraging and nesting habitat for Swainson's hawk, rezoning the site will reduce the habitat value to 0%, which represents a 75% loss of foraging habitat value. To offset this impact, the developer will be required to provide 65.63 acres of mitigation (75% of 87.5 acres). In addition the developer is required to provide 15.45 acres of mitigation to compensate for the SPA deletion. A total of 81.08 acres of mitigation will be required. This mitigation will compensate for the loss of Swainson's hawk foraging habitat. Mitigation can be accomplished by using the County's Swainson's Hawk Impact Mitigation Program or by implementing a mitigation plan acceptable to California Fish and Wildlife. Mitigation measures that compensate for the loss of Swainson's hawk foraging habitat will reduce singular and cumulative impacts to less-than-significant levels. Mitigation measures BR-5 and BR-6 will reduce impacts to less than significant levels.

BIOLOGICAL RESOURCES – NESTING RAPTORS

There are mature trees of sufficient size to support tree-nesting raptors located on and around the project site. Since the project area may provide suitable nesting habitat, construction activities may impact nesting raptors if they occur within 500 feet of suitable trees (the buffer used by Sacramento County and accepted by CDFW). Prior to construction or land clearing activities which occur during nesting season (generally

March through mid-September), all mature trees within 500 feet of Project construction activities shall be surveyed for nesting raptors. If nesting raptors are observed, the Project developer shall consult with CDFW and determine the appropriate measures that must be implemented. If no nesting raptors are observed, no further mitigation will be required. With implementation of recommended mitigation (BR-7), impacts to nesting raptors are less than significant.

BIOLOGICAL RESOURCES – BURROWING OWLS

In order to reduce potential impacts to owl nests which may occur on the site, the applicant shall have a qualified biologist perform a focused survey, prior to any construction activity on the site, for burrowing owls according to the CDFW "Staff Report on Burrowing Owl Mitigation (March 2012)" and the "Burrowing Owl Survey Protocol and Mitigation Guidelines," published by The California Burrowing Owl Consortium (April 1993). If no active burrows are found during the focused survey, no further mitigation will be required. If active burrows are found, mitigation shall be implemented consistent with the CDFW staff report recommendations. Both CDFW and the Environmental Coordinator shall be contacted and provided with an avoidance and mitigation plan. With implementation of recommended mitigation (BR-8), impacts to burrowing owls are less than significant.

BIOLOGICAL RESOURCES – TRICOLORED BLACKBIRDS

In order to reduce potential impacts to nesting tricolored blackbirds, mitigation measures have been included. Equipment operation and noise associated with construction activities may disturb nesting birds. If construction activities are proposed during the breeding season (March 1 through July 31) pre-construction surveys shall be conducted where suitable nesting habitat is present within 300 feet of the Project site. If tricolored blackbirds are found nesting within 300 feet of the survey area, the California Department of Fish and Wildlife shall be contacted and appropriate avoidance and impact minimization measures shall be implemented. This may include establishing a buffer or postponing construction until fledging of all nestlings (about July 31). Specific measures cannot be outlined at this time, because the extent and type of measures required are highly situational, depending on distance to the nest, the number of nesting individuals, the type of nesting substrate, and other factors. If no tricolored blackbirds are found during the pre-construction survey, no further mitigation would be required. With implementation of recommended mitigation (BR-9), impacts to tricolored blackbird are less than significant.

CLIMATE CHANGE – PROJECT GREENHOUSE GAS EMISSIONS

CalEEMod modeling was conducted to determine impacts to climate change, based on metric tons per year of greenhouse gasses produced. GHG emissions from the proposed project would not exceed the County's thresholds for energy and mobile source GHG emissions. Therefore, the project would not generate GHG emissions that would have a significant effect on the environment and impacts are less than significant.

CLIMATE CHANGE- EFFECTS TO THE PROJECT FROM CLIMATE CHANGE

The effects of climatic changes on the Sacramento region are potentially significant, and can only be mitigated through both adaptation and reduction strategies. Sacramento County is requiring that projects within the County mitigate for their emissions. Adaptation strategies related to climate change may involve new water supply reservoirs or other storage options, changes to dam release schedules, changes to medical and social service programs, and other broad-level actions. Most of these strategies are within the auspices of the State of California, not local government. This is recognized within the AB 32 Scoping Plan that has been adopted by the State, as well as publications by agencies such as the California Department of Water Resources. Therefore, by requiring mitigation of projects that may result in significant greenhouse gas emissions, and by adopting County programs and changes in government operations (as described in the Sacramento County Emission Reduction Efforts section), the County is implementing all feasible strategies to reduce the effects of climate change on the region.

It will be challenging for the State to implement appropriate adaptation strategies given that the ultimate severity and type of climate change effects are difficult to model. Furthermore, though the State and many local governments are taking steps to address emissions, the entire world must do likewise in order for serious climate effects to be avoided. This being the case, impacts to the project from climate change remain potentially significant.

CULTURAL RESOURCES – HISTORICALLY BUILT-ENVIRONMENT RESOURCES

With implementation of the Barrett Ranch Project, there remains a potential to encounter buried or as yet undiscovered resources during land clearing and construction work. Buried resources may consist of historic remains such as structural features (foundations, cellars, etc.) or buried trash deposits containing glass, ceramics and metal, or the resources may be of prehistoric origin containing chipped stone, shell, bone and other remains. If such subsurface resources are encountered, work should halt in the vicinity of the discovery until its significance can be evaluated by a professional archaeologist. If during land clearing further surface resources such as additional mining, historic trash scatters, or prehistoric resources are encountered, work should halt in the vicinity of the find until the discovery can be evaluated by a professional archaeologist. Mitigation (CR-1) is recommended below to reduce impacts to less than significant levels.

CULTURAL RESOURCES – PREHISTORIC OR HISTORIC ARCHAEOLOGICAL RESOURCES

The surveys conducted for the project site did not indicate any prehistoric or historic archaeological resources. However there remains potential for the existence of buried prehistoric or historic archaeological materials or previously undiscovered surface resources within the Project area. CEQA requires that lead agencies protect both known and unknown cultural resources; therefore, mitigation is recommended to ensure

that in the event that cultural resources are discovered during implementation phases that all work shall be halted until a qualified archaeologist may evaluate the resource encountered. With mitigation (see Mitigation Measure CR-1, above), environmental impacts to potentially sensitive archaeological resources are considered less than

CULTURAL RESOURCES – HUMAN REMAINS

Section 5097.94 of the Public Resources Code and Section 7050 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the County coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of such identification. In the event that a burial is discovered during implementation of the Barrett Ranch Project, strict adherence to mitigation as outlined in Mitigation Measure CR-1 (see above) would reduce this impact to less than significant levels.

NOISE – EXPOSURE OF PEOPLE TO NOISE LEVELS IN EXCESS OF APPLICABLE STANDARDS ESTABLISHED IN THE SACRAMENTO COUNTY GENERAL PLAN, ZONING CODE AND NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES

Transportation noise will result in interior noise levels above acceptable standards. Installation of second floor windows with a minimum sound transmission rating of 32 will further ensure that interior noise levels are within County standards. For non-transportation noise sources such as schools, an analysis shows that the distance is adequate to prevent noise impacts. For the commercial development, compliance with standards and ordinances will ensure that impacts are less than significant. Mitigation, including the construction of a 6-foot tall solid noise barrier along Don Julio Boulevard and a 7-foot tall solid noise barrier along Antelope Road will mitigate noise impacts.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT INTERSECTIONS

Three intersections, Antelope Road/Sand City Drive and Elverta Road, Don Julio Boulevard and Elkhorn Boulevard, and Walerga Road and Elverta Road are expected to perform at an unacceptable level of service as a result of the proposed project, or the project will significantly increase delays (greater than five seconds) at those intersections. Impacts to all three intersections can be reduced to less than significant when mitigation measures relating to traffic signal installation, timing, and reconfiguration of lane geometries, are installed by the proposed project. Mitigation measures TC-1 through TC-4 will ensure that project impacts are less than significant on relevant intersections.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT INTERSECTIONS

The Traffic Impact Analysis prepared for the project indicates that three intersections, Don Julio Boulevard and Elkhorn Boulevard as well as Walerga Road and Elverta Road, are expected to perform below their acceptable level of service as a result of the Preferred Project.

The intersection of Don Julio Boulevard and Elkhorn Boulevard operates at LOS F during both peak hours without the project, and the project adds more than five seconds of delay during both peak hours. Mitigation would result in the intersection still operating at LOS F during both peak hours, but with less delay than Cumulative (2035) baseline conditions. Therefore, the project's contribution is *less than cumulatively considerable* and therefore the impact is less than significant with mitigation.

The intersection at Walerga Road and Elverta Road will operate at LOS F with the project, which is a significant impact. The significant impact at this intersection can be partially mitigated by adding a second westbound right-turn lane and adding an overlap phase that would run concurrently with the southbound left-turn movement, and adding dual northbound right-turn movements with an overlap phase that would run concurrently with the westbound left-turn movement. These mitigation measures would result in the intersection still operating at LOS F, but with less delay than Cumulative (2035) baseline conditions. With the implementation of these mitigation measures, the project's contribution to the cumulative impact would be *less than cumulatively considerable and therefore* ***less than significant with mitigation*****.**

TC-3 and TC-4 are the applicable mitigation measures.

TRANSPORTATION AND CIRCULATION- CUMULATIVE-PLUS-PROJECT ROADWAY SEGMENTS

Antelope Road between Don Julio Boulevard and Elkhorn Boulevard operates at an unacceptable LOS. In the cumulative-plus-project scenario, the volume-to-capacity ratio would increase more than 5-percent. Because the segment is already operating at an unacceptable level of service, the SacDOT indicates that in these cases, payment of a fair share contribution provides for mitigation of an impact. Therefore, with payment of a fair share contribution, as required by the prescribed mitigation, the project's contribution to the significant impact is less than cumulatively considerable and therefore considered ***less than significant with mitigation****.*

EFFECTS FOUND TO BE LESS THAN SIGNIFICANT – PREFERRED PROJECT

AESTHETICS: DEGRADATION OF EXISTING VISUAL CHARACTER

While the project site is currently undeveloped, the site is entirely surrounded by urban development on all sides. The proposed project, which includes the development of 498

single-family homes and up to 196 multi-family apartments, would be visually consistent with the surrounding neighborhoods, and the design of the proposed buildings will be subject to review and a determination of consistency with the Countywide Design Guidelines. Impacts will be less than significant.

AESTHETICS: NEW SOURCES OF LIGHT AND GLARE

The proposed project would convert and undeveloped property to residential and commercial uses and will create new light and glare in the area. The project will be required to adhere to County Zoning Code, Improvement Standards, and Building Code standards to minimize impacts as a result of light and glare. The standards will ensure adequate lighting for safety purposes, as well as minimize light spill over. Additionally, the entire surrounding area is developed, so the existing nighttime environment is affected by some sky glow. Therefore, impacts will be less than significant.

AIR QUALITY: CONSTRUCTION EMISSIONS

An analysis of the potential pollutants during project construction reviewed particulate matter (dust and diesel particles, i.e. PM10 and PM2.5) and ozone precursors (ROG and NOx). The CalEEMod model run showed that the project would produce levels of PM10, PM2.5, ROG, NOx, and Toxic Air Contaminants below significance thresholds established by SMAQMD. Therefore, impacts are less than significant.

BIOLOGICAL RESOURCES – VERNAL POOL INVERTEBRATES

Two wet-season branchiopod surveys were prepared for the project. The surveys were conducted specifically for four endangered and threatened vernal pool species, which included the conservancy fairy shrimp, the longhorn fairy shrimp, the vernal pool tadpole shrimp, and the vernal pool fairy shrimp. These surveys were conducted over a five-month period from December 2012 through April 2013, with samples taken every two weeks. No branchiopods were discovered in any of the vernal pool features on the property. Mitigation requiring a minimum of 1:1 compensation for all wetlands directly impacted is already included. This mitigation is sufficient to ensure impacts to vernal pool crustaceans are less than significant.

BIOLOGICAL RESOURCES – WESTERN SPADEFOOT TOAD

While a localized population of the western spadefoot may be reduced through development of the project site, the regional population will not be reduced significantly because of regional conservation efforts and the wetland habitat mitigation requirements for this project. Locally, conservation lands which provide habitat for the western spadefoot include the Mather Regional Park, Burke Ranch (1,000 acres), Gill Ranch Conservation bank (1,800 acres) and Sunrise Douglas Preservation Bank (480 acres). Mitigation is already required for the project's impacts to wetland resources, and no additional mitigation is required in order to avoid significant impacts to the species; impacts are less than significant.

BIOLOGICAL RESOURCES – NATIVE TREES

Nineteen of the protected trees on the site will be removed due to grading. Full compensation, for 197 inches of native trees as detailed in Table BR-4 will be required for 16 of those removed trees. Tree 668 will not require compensation due to its poor condition and Tree 674 and Tree 672 will not require mitigation because compensation for their removal has been satisfied through a previous project (02-SDP-CZB-0500). Twelve of the protected trees (11 willows and one cottonwood) will be retained and protected onsite within Lot H. Protective mitigation for these trees will ensure that they are not impacted during construction.

Tree number 636 is a prominent tree located within the proposed alignment of Poker Lane and Titan Drive. In order to avoid removal of this tree the applicant has designed the new alignment of this roadway so that it passes north of the tree's dripline; and the site has been designed to incorporate that tree into a neighborhood commercial center. Tree 635 is a large oak tree that will be retained within Lot H along the northwestern property line. Protective mitigation (BR-10 and BR-11) will ensure that these trees are not damaged during construction.

HAZARDOUS MATERIALS – ACCIDENTAL RELEASE DUE TO TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

Because construction and operation of the Project would implement and comply with federal, state, and local hazardous materials regulations and codes monitored by the state (e.g., California Occupational Safety and Health Administration, Department of Toxic Substances Control, California Highway Patrol, California Department of Transportation) and/or local jurisdictions (e.g., Sacramento Metropolitan Fire District and Sacramento County Environmental Management Department), impacts related to creation of significant hazards for construction workers, employees within the Project area, and the general public through routine transport, use, and disposal of hazardous materials would be unlikely; this impact is less than significant.

HAZARDOUS MATERIALS – PROXIMITY TO KNOWN CONTAMINATED SITES

One known leaking underground storage tank case, now closed, occurs within ½ mile of the project site, and therefore will have no impact on the site. The Project site is not impacted by the groundwater contamination from the Superfund site at McClellan Air Force Base because it would be served by a public water system whose water sources are upstream of the contamination plume. The site is also not within a floodplain area associated with McClellan AFB, and therefore would not be subject to transport of contaminated materials onto the site. Soil and other contamination is restricted to the boundaries of the designated Superfund site, and therefore residents, employees and patrons would not be at risk of eating foods containing accumulated contaminants, or inhalation of contaminated dust or soil vapors. Accordingly, project impacts related to former McClellan Air Force Base contamination are less than significant.

HAZARDOUS MATERIALS – ASBESTOS OR LEAD EXPOSURE THROUGH RENOVATION OR DEMOLITION OF STRUCTURES

All structures that were once on the project site have been demolished and removed; therefore, impacts are less than significant and no mitigation is required.

HYDROLOGY AND DRAINAGE – CONTRIBUTION OF POLLUTED RUNOFF (CRITERIA 1, 2, 3)

For construction, compliance with adopted Ordinances and standards will ensure that future development projects implemented as a result of project approval will not cause violation of a water quality standard or waste discharge requirement, result in substantial erosion or siltation, and will not result in substantial increases to polluted runoff associated with construction; impacts are less than significant. For operation, compliance with the County Stormwater Ordinance and implementation of Low Impact Development Standards would ensure that development of the site would not alter the course of local waterways in a manner that results in substantial erosion or siltation, would not cause violation of a water quality standard or waste discharge requirement, and would not result in substantial increases to polluted runoff. Accordingly, impacts are anticipated to be less than significant.

HYDROLOGY AND DRAINAGE – INCREASES IN SURFACE RUNOFF, IMPACTS TO EXISTING OR PLANNED DRAINAGE SYSTEMS (CRITERIA 4, 5)

The proposed project would result in the development of a stormwater drainage system specifically designed to fully capture and detain all new stormwater flows generated by the proposed project, as well as correct existing deficiencies. Accordingly, impacts are anticipated to be less than significant.

LAND USE – CONFLICT WITH SACRAMENTO COUNTY GENERAL PLAN LAND USE DIAGRAM OR LAND USE POLICIES

The proposed project is considered an “infill” project in an existing community, providing a mix of uses that improves the street and sidewalk network for all users. The project does not conflict with applicable General Plan policies and impacts are considered less than significant.

LAND USE – CONFLICT WITH THE INTENT OF THE ANTELOPE TOWN CENTER SPECIAL PLANNING AREA ORDINANCE

The proposed changes in the General Plan designations, the repeal of the current Antelope Community SPA designation and proposed zoning would result in a somewhat less-intense and lower-density development proposal than that permitted under the current designations, but one that is largely similar to development patterns to the east, west and south. Impacts are considered less than significant.

LAND USE – CONFLICT WITH THE SACRAMENTO COUNTY ZONING CODE OR ZONING PRINCIPLES, SO AS TO CAUSE ADVERSE ENVIRONMENTAL EFFECT

The proposed zoning designations would reduce the potential development intensity of the project site, likely reducing land use conflicts with the surrounding developed area. The project is also subject to the Countywide Design Guidelines to ensure appropriate buffering and architectural compatibility. Altogether, the proposed subdivision design mirrors the existing patterns of the surrounding area. Thus, any resulting zoning conflicts are anticipated to be less than significant, and no mitigation measures are required.

LAND USE – DIVIDE OR DISRUPT AN ESTABLISHED COMMUNITY

The proposed project consists of infill development that would complete the Barrett Ranch development; moreover, the project would connect existing roads and provide linkages between neighborhoods east and west of the site. Accordingly, the project would not divide or disrupt of an established community. No related impacts are anticipated.

NOISE – EXPOSE PEOPLE TO A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS

Of the 19 existing roadway segments that were evaluated 18 had noise level increases that ranged from zero to two dB except the segment of Antelope Road between Esteem Drive and Elverta Road. At this location, project-related traffic noise was predicted to increase by seven dB, from 59 dB to 66 dB. This increase is largely due to the reconfiguration of Antelope Road because existing traffic does not pass the residences that are located on this segment. Once the roadway is reconfigured, there will be a considerable increase in traffic along this segment when compared to the existing condition, which contributes to a higher dB increase in this area than in other parts of the site.

Although this increase is greater than five dB, the existing residences along this segment of Antelope Road are currently shielded from traffic noise by an 8-foot tall masonry wall, which provides attenuation. This masonry wall was built in anticipation of the realignment of Antelope Road, and the associated increase in traffic noise, and will reduce the noise level in the primary outdoor activity area of these residences to 60 dB L_{dn} or less. Impacts are less than significant. Additionally, ambient noise level impacts on nearby schools are expected to be less than significant.

NOISE – CONSTRUCTION WOULD TEMPORARILY INCREASE NOISE LEVELS

Construction noise impacts are temporary, and are exempt from the County Noise Ordinance limitations. Though noise volumes would undergo short-term increases, the existing construction ordinance is designed to avoid significant community effects through the restriction of nighttime and weekend disturbance, and thus impacts are less than significant.

PUBLIC SERVICES – FIRE AND EMERGENCY SERVICES

The Sacramento Metropolitan Fire District does not have any adopted performance standards, but it strives to maintain minimum response times of five minutes in 90% of all cases, which is a national voluntary standard set by the National Fire Protection Association. SMFD did not indicate that the project would require construction of new facilities or increase demand beyond service capacity. With mitigation fees and compliance with County standards, impacts to fire service will be less than significant.

PUBLIC SERVICES – LAW ENFORCEMENT SERVICES

The Sheriff's Department did not respond to the project's Notice of Preparation with comments indicating that existing facilities were not adequate to serve the project, nor that new facilities would be required. Accordingly, given that the project design features would assist law enforcement, no impacts related to construction of new facilities would be anticipated. Impacts to law enforcement facilities or services related to project design would thus be less than significant.

PUBLIC SERVICES – SCHOOL SERVICES

The proposed development will create additional enrollment within the Dry Creek Joint Elementary School District and Roseville Joint Union High School District. Of the four schools affected by the project, only Antelope High School is expected to exceed capacity. Payment or satisfaction of the applicable school impact fees is considered adequate mitigation for school facilities, in compliance with California Government Code Sections 65995 (h) and 65996 (b). Impacts are less than significant.

PUBLIC SERVICES – PARKS AND RECREATION SERVICES

The Sunrise Recreation and Park District indicated that both proposed parks within the Preferred Project were acceptable, but that it would not take ownership of the open space lot. The District did not state that additional new park facilities would be required to serve the proposed project's residents. As no new off-site facilities would need to be constructed to serve the project, impacts to park and recreation services are considered less than significant.

PUBLIC SERVICES – LIBRARY SERVICES

The Sacramento Public Library Authority did not indicate that the project would require a new library or new library services. The existing North Highlands-Antelope Library would be expected to serve the proposed project's residents. While development of the project will likely result in increased library use and contribute to wear and tear on such facilities, the use does not rise to the level of a substantial environmental impact. Therefore, impacts to library services are less than significant.

UTILITIES – SOLID WASTE SERVICES

The Sacramento County Integrated Waste Management Plan provides for adequate waste disposal capacity to serve existing and anticipated development until the year

2030. The Kiefer (KLF) Landfill (the nearest large landfill) is a Class III solid waste facility located in eastern Sacramento County. The permitted disposal and fill footprint is 660 acres, and the solid waste facility permit allows for 744 vehicles per day and 10,815 total tons of refuse per day. The landfill opened for business in 1967, and as of today, 30 million cubic yards has been placed at the KLF. The total permitted capacity for the site is 117.4 million cubic yards. Based on projected waste flows there is an estimated 65 years of capacity remaining. There is more than sufficient capacity to handle the solid waste generated by the project.

UTILITIES – ENERGY SERVICES

The SMUD currently operates and maintains 230 kV transmission and 69kV distribution lines within a 100-foot easement located on the eastern side of the project site. The proposed construction of residential properties north of Poker lane and east of Street 9 presents a potential access concern for SMUD. In addition, the project design and/or construction could impact use of SMUD transmission line easements. The SMUD seeks to maintain their transmission line easements and prevent encroachment by unauthorized features of the project and, therefore have recommended conditions to require that the applicant coordinated with SMUD prior to work within the onsite easement. Implementation of the project will not require construction of new facilities or the expansion of existing facilities. Physical impacts associated with the minor extension of service within the project site are assumed in the impact analyses of the relevant chapters within this EIR. The project will not result in inefficient, wasteful, or unnecessary consumption of energy. Impacts are less than significant.

UTILITIES – SEWER SERVICES

The Sanitary Sewer Study prepared for the proposed project indicated that the project complies with the latest Sacramento Area Sewer District (SASD) Master Plan and determined that it is possible to provide gravity sewer service to the project. The analysis shows ample capacity within the existing pipe system to handle the additional flows. Additionally, SASD approved the Sanitary Sewer Study and concurred with the study's findings. Therefore, impacts to sewer service are considered less than significant.

UTILITIES – WATER SERVICE

A Water Supply Assessment completed for the project indicated that with a combination of surface and groundwater, there will be an adequate water supply for the proposed project. Sacramento Suburban Water District, which serves the entire project site, has calculated future water demands based on development intensities consistent with the proposed project, and the District has sufficient supply to serve the project site. As capacity is adequate for the proposed project, impacts to water service are expected to be less than significant.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT FREEWAY FACILITIES

The existing plus project conditions do not result in the reduction of LOS such that an unacceptable LOS F is reached. No other significance criteria are met; therefore impacts to freeway facilities are less than significant.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT PEDESTRIAN AND BICYCLE FACILITIES

The general project area is primarily built out, and bicycle and pedestrian infrastructure is fairly comprehensive. The project proposes bicycle lanes and sidewalks along the primary roadways. Because these primary roadways ultimately interface with the offsite network, the proposed project is not anticipated to remove or obstruct bicycle or pedestrian facilities, or to preclude future ones. No impacts, other than intermittent temporary obstruction during project construction, are anticipated.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT TRANSIT FACILITIES

The RT Master Plan indicates that Antelope Road from Watt Avenue to Sunrise Marketplace is slated for future Hi-Bus service. According to the RT Master Plan, Hi-Bus service is intended to serve the community with higher quality and higher capacity buses and frequencies of 5-30 minutes. The segment of Antelope Road that interfaces with the proposed project is included in this planned future Hi-Bus service area. While this project condition may increase ridership, an expanded, higher capacity service is planned in the project vicinity. No other conflicts with the RT Master Plan have been identified. Therefore, any impacts are anticipated to be less than significant.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT FREEWAY FACILITIES

The Cumulative-Plus-Project conditions do not result in a reduction of level of service such that an unacceptable LOS is reached. No other significance criteria are met; therefore, impacts to freeway facilities are less than significant.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT PEDESTRIAN AND BICYCLE FACILITIES

The project proposed bicycle lanes and sidewalks along the primary roadways. Because these primary roadways ultimately interface with the offsite network, the proposed project is not anticipated to remove or obstruct bicycle or pedestrian facilities, or to preclude future ones. No impacts, other than intermittent temporary obstruction during project construction, are anticipated.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT TRANSIT FACILITIES

The RT Master Plan indicates that Antelope Road from Watt Avenue to Sunrise Marketplace is slated for future Hi-Bus service. According to the RT Master Plan, Hi-Bus service is intended to serve the community with higher quality and higher capacity buses and frequencies of 5-30 minutes. The segment of Antelope Road that interfaces with the proposed project is included in this planned future Hi-Bus service area. While this project condition may increase ridership, an expanded, higher capacity service is planned in the project vicinity. Therefore, any impacts are anticipated to be less than significant.

SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED – COMMERCIAL PROJECT ALTERNATIVE

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT ROADWAY SEGMENTS

Antelope Road between Don Julio Boulevard and Roseville Road is expected to operate at an unacceptable LOS F. As discussed for the Preferred Project, the only possible remedy is the widening of this roadway segment from four to six lanes. However, although the roadway cannot be widened, the County's Traffic Impact Analysis Guidelines indicates that if a project causes a significant impact on a facility already operating at an unacceptable level of service, then the project should pay a "fair share" for mitigation. In this case, SacDOT would collect impact fees, but the impact would remain significant and unavoidable.

SIGNIFICANT EFFECTS WHICH CAN BE AVOIDED – COMMERCIAL PROJECT ALTERNATIVE

BIOLOGICAL RESOURCES – WETLANDS AND SURFACE WATERS

Because this alternative results in construction within the same area as in the preferred project scenario; the commercial project alternative would result in the same impacts to wetlands and surface waters as described in the preferred project scenario. The mitigation measures as described for the preferred project (BR-1 and BR-2) are applicable to the commercial project alternative and will ensure that impacts to wetlands and surface waters are less than significant.

BIOLOGICAL RESOURCES – SPECIAL STATUS BIRD SPECIES

Because this alternative results in construction within the same area as in the preferred project scenario; the commercial project alternative would result in the same impacts to special status bird species as described in the preferred project scenario. The

mitigation measures as described for the preferred project (BR-5 through BR-9) are applicable to the commercial project alternative and will ensure that impacts to special status bird species are less than significant.

BIOLOGICAL RESOURCES – NATIVE TREES

Because this alternative results in construction within the same area as in the preferred project scenario; the commercial project alternative would result in the same impacts to native trees as described in the preferred project scenario. The mitigation measures as described for the preferred project (BR-10 and BR-11) are applicable to the commercial project alternative and will ensure that impacts to native trees are less than significant.

CLIMATE CHANGE – IMPACTS TO THE PROJECT FROM CLIMATE CHANGE

Impacts to the commercial project alternative form climate change are identical to those discussed for the preferred project scenario. It will be challenging for the State to implement appropriate adaptation strategies given that the ultimate severity and type of climate change effects are difficult to model. Furthermore, though the State and many local governments are taking steps to address emissions, the entire world must do likewise in order for serious climate effects to be avoided. Impacts to the project from climate change are potentially significant.

CULTURAL RESOURCES – HISTORICAL BUILT-ENVIRONMENT RESOURCES

The construction area is the same as the Preferred Project, therefore the same potential impacts and mitigation measures as identified for the Preferred Project are applicable to the Commercial Project Alternative.

CULTURAL RESOURCES – PREHISTORIC OR HISTORIC ARCHEOLOGICAL RESOURCES

The construction area is the same as the Preferred Project, therefore the same potential impacts and mitigation measures as identified for the Preferred Project are applicable to the Commercial Project Alternative.

CULTURAL RESOURCES – HUMAN REMAINS

The construction area is the same as the Preferred Project; therefore, the same potential impacts and mitigation measures as identified for the Preferred Project are applicable to the Commercial Project Alternative.

NOISE – EXPOSURE OF PEOPLE TO NOISE LEVELS IN EXCESS OF APPLICABLE STANDARDS ESTABLISHED IN THE SACRAMENTO COUNTY GENERAL PLAN, ZONING CODE, AND NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES

No additional noise impacts that were not already discussed for the preferred project will occur for the commercial project alternative. As discussed in the Transportation and Circulation Chapter, the commercial alternative will result in a reduction in trips when compared to the preferred project. These trips will be distributed to the surrounding roadway network similar to the preferred project. Noise impacts would be substantially the same as with the preferred project. Traffic noise in excess of County standards will occur at the residences located adjacent to Don Julio Boulevard, Elverta Road, and Antelope Road. The measures recommended for the preferred project are applicable to the commercial alternative and will ensure that impacts are less than significant. Additionally, noise from Barrett Ranch Elementary and Antelope High School are the same as described in the Preferred Project scenario.

As discussed in the preferred project scenario there is potential for those residents to be exposed to noise from commercial delivery vehicles and mechanical equipment, such as high-powered heating and ventilation (HVAC) units. Similar to the preferred scenario, this commercial development will be subject to the County's Noise Ordinance, Zoning Code, and Design Standards. With standard design practices and compliance with County regulations impacts are considered less than significant. Mitigation measures NO-1 and NO-2 are applicable to this impact.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT INTERSECTIONS

The supplemental Traffic Impact Analysis indicates that the intersection of Walerga Road and Elverta Road will perform below an acceptable LOS as a result of the Commercial Project Alternative. Mitigation measure CTC -1, which includes restriping the intersection to add an additional eastbound through lane, will reduce the impact to less than significant.
Transportation and Circulation – Cumulative-Plus-Project Intersections

Two intersections, Don Julio Boulevard and Elkhorn Boulevard and Walerga Road and Elverta Road, have been identified as significant impacts. While increase in delay at the Don Julio Boulevard and Elkhorn Boulevard can be mitigated to a less than significant level (CTC-3), the Walerga Road and Elverta Road intersection will remain significant even with payment of fair share mitigation fees (2.31%, as established in CTC-4). As the mitigation measure is not the sole responsibility of the applicant and the remaining funding for the improvement may not be identified by the time of project completion, the impact remains significant and unavoidable.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT INTERSECTIONS

Two intersections, Don Julio Boulevard and Elkhorn Boulevard and Walerga Road and Elverta Road, have been identified as significant impacts. While increase in delay at the Don Julio Boulevard and Elkhorn Boulevard can be mitigated to a less than significant level (CTC-3), the Walerga Road and Elverta Road intersection will remain significant even with payment of fair share mitigation fees (2.31%, as established in CTC-4).

Because the intersection is already operating at an unacceptable level of service, the SacDOT indicates that in these cases, payment of a fair share contribution provides for mitigation of an impact. Therefore, with payment of a fair share contribution, as required by the prescribed mitigation, the project's contribution to the significant impact is less than cumulatively considerable and therefore considered ***less than significant with mitigation.***

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT ROADWAY SEGMENTS

Antelope Road between Don Julio Boulevard and Roseville Road is expected to operate at an unacceptable LOS F. As discussed for the Preferred Project, the only possible remedy is the widening of this roadway segment from four to six lanes. The road widening is not a scheduled County project. Because the segment is already operating at an unacceptable level of service, the SacDOT indicates that in these cases, payment of a fair share contribution provides for mitigation of an impact. Therefore, with payment of a fair share contribution, as required by the prescribed mitigation, the project's contribution to the significant impact is less than cumulatively considerable and therefore considered ***less than significant with mitigation****.*

EFFECTS FOUND TO BE LESS THAN SIGNIFICANT – COMMERCIAL PROJECT ALTERNATIVE

AESTHETICS – DEGRADATION OF EXISTING VISUAL CHARACTER

The analysis and level of impact for the Commercial Project Alternative is the same as for the Preferred Project. The Commercial Project Alternative proposes more commercial area than multi-family residential, but will still have a less than significant impact.

AESTHETICS – NEW SOURCES OF LIGHT AND GLARE

The analysis and level of impact for the Commercial Project Alternative is the same as that for the Preferred Project. The Commercial Project Alternative will also be required to comply with applicable Codes, as well as the Countywide Design Guidelines. Therefore, impacts will be less than significant.

AIR QUALITY - CONSTRUCTION EMISSIONS

Construction Emissions for the Commercial Project Alternative will be substantially the same as described for the Preferred Project scenario. Impacts related to construction emissions are less than significant.

AIR QUALITY – OPERATIONAL EMISSIONS

The Commercial Project Alternative would result in commercial uses in place of some of the multi-family housing proposed by the Preferred Project, and therefore is expected to generate less traffic than the multi-family use. The CalEEMod model run showed that the Commercial Project Alternative did not exceed thresholds for ROG, NOx ,PM10 or PM2.5; therefore, operational impacts for air quality will be less than significant for the Commercial Project Alternative.

AIR QUALITY – CUMULATIVE

SMAQMD uses project specific thresholds to assess whether a project would have a cumulatively significant contribution to air pollution. The Commercial Project Alternative, in addition to other projects anticipated in the area, will not result in significant construction, operational, toxic air contaminant or odor air quality impacts that exceed established thresholds. No mitigation is required and impacts are considered less than significant.

BIOLOGICAL RESOURCES – VERNAL POOL INVERTEBRATES

Because this alternative results in construction within the same area as in the preferred project scenario; the commercial project alternative would result in the same impacts to vernal pool species as described in the preferred project scenario. The mitigation requiring compensation for wetland habitat loss is sufficient to avoid impacts to vernal pool invertebrates.

BIOLOGICAL RESOURCES – WESTERN SPADEFOOT TOAD

Because this alternative results in construction within the same area as in the preferred project scenario; the commercial project alternative would result in the same impacts to western spadefoot toad as described in the preferred project scenario. The mitigation requiring compensation for wetland habitat loss is sufficient to avoid impacts to western spadefoot toad.

BIOLOGICAL RESOURCES – SPECIAL STATUS PLANT SPECIES

Because this alternative results in construction within the same area as in the preferred project scenario; the commercial project alternative would result in the same impacts to special status plant species as described in the preferred project scenario. The mitigation measures as described for the preferred project are applicable to the commercial project alternative and will ensure that impacts to special status plant species are less than significant.

CLIMATE CHANGE – EFFECTS OF THE PROJECT ON CLIMATE CHANGE

The commercial alternative's GHG emissions would be lower than the applicable energy and mobile source significance thresholds. Therefore, the commercial alternative would not generate GHG emissions that would have a significant effect on the environment and impacts are less than significant.

HAZARDOUS MATERIALS – ACCIDENTAL RELEASE DUE TO TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

Because this alternative results in construction of the same mix of uses as the preferred project scenario; the commercial project alternative would result in the same impacts related to accidental release of hazardous materials due to transport, use or disposal as the preferred project scenario. No mitigation is required and impacts are considered less than significant.

HAZARDOUS MATERIALS – PROXIMITY TO KNOWN CONTAMINATED SITES

Under either scenario the project is in proximity to the same known contaminated sites. As noted, impacts related to known contaminated sites, including one leaking underground fuel tank and the McClellan Air Force Base, are considered less than significant. As the project area does not change with the commercial project alternative, impacts mirror those disclosed for the preferred project scenario. Accordingly, project impacts related to known contaminated sites do not require mitigation and are less than significant.

HAZARDOUS MATERIALS – ASBESTOS OR LEAD EXPOSURE THROUGH RENOVATION OR DEMOLITION OF STRUCTURES

In either project scenario, all structures that were once on the project site have been demolished and removed; therefore impacts are less than significant and no mitigation is required.

HYDROLOGY AND DRAINAGE – CONTRIBUTION OF POLLUTED RUNOFF (CRITERIA 1, 2, 3)

Construction of the Commercial Project Alternative is substantially the same as for the Preferred Project Scenario. As identified in the summary of impacts for the Preferred Project, impacts to hydrology and drainage will be less than significant.

HYDROLOGY AND DRAINAGE – INCREASES IN SURFACE RUNOFF, IMPACTS TO EXISTING OR PLANNED DRAINAGE SYSTEMS (CRITERIA 4, 5)

According to DWR staff, the increase in the amount of commercial land use proposed in the Commercial Project Alternative, if implemented, would increase the impervious area of the project site by 10 percent, but that the proposed drainage basins would have available capacity to handle this potential increase in stormwater volume (Rehman,

email communication, September 23, 2016). The proposed storm water drainage infrastructure, combined with existing storm water drainage capacity, would accommodate runoff from the project; therefore, impacts are less than significant.

LAND USE – CONFLICT WITH THE SACRAMENTO COUNTY GENERAL PLAN LAND USE DIAGRAM OR LAND USE POLICIES

As with the preferred project, the Commercial Alternative would complete a vacant portion of an area planned for development and will not physically disrupt or divide an established community, induce substantial unplanned population growth, displace existing housing, or conflict with policies adopted for the purpose of avoiding or mitigating an environmental effect. Impacts related to Land Use and Population/Housing are less than significant.

LAND USE – CONFLICT WITH THE INTENT OF THE ANTELOPE TOWN CENTER SPECIAL PLANNING AREA ORDINANCE

The Commercial Project Alternative would in this case be substantially the same as the Preferred Project, and the impact would be less than significant.

LAND USE – CONFLICT WITH THE SACRAMENTO COUNTY ZONING CODE OR ZONING PRINCIPLES, SO AS TO CAUSE ADVERSE ENVIRONMENTAL EFFECT

As discussed for the preferred project no conflicts with Zoning Code have been identified. The Zoning Code provides for alternative designs subject to a comprehensive review process, including this CEQA document, no conflict with the County Zoning Code is anticipated. Impacts will be less than significant.

LAND USE – DIVIDE OR DISRUPT AN ESTABLISHED COMMUNITY

As with the Preferred Project, the Commercial Alternative would complete the Barrett Ranch development and connect existing roads providing a linkage between the neighborhoods east and west of the site. This alternative would not divide or disrupt of an established community. No related impacts are anticipated.

NOISE – EXPOSE PEOPLE TO A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS

The increase in the ambient noise level would be substantially the same as with the proposed project. As with the preferred project, an increase of more than five dB is expected along the segment of Antelope Road between Esteem Drive and Elverta Road, largely due to the reconfiguration of Antelope Road. Because the existing residences along this roadway are currently shielding by an eight foot tall masonry wall, the noise level within the backyards of these residences will be below 60 dB and impacts are less than significant.

NOISE – CONSTRUCTION WOULD TEMPORARILY INCREASE NOISE LEVELS

As with the preferred project, construction will temporarily add to the ambient noise environment on and around the project site. Construction noise impacts are exempt from meeting noise limitations under Section 6.68.090(e) of the Sacramento County Noise Ordinance. Though noise levels in the vicinity would increase in the short-term, the existing construction ordinance is designed to avoid significant community effects through the restriction of nighttime and weekend disturbance; therefore, impacts are less than significant.

PUBLIC SERVICES – FIRE AND EMERGENCY SERVICES

The impacts for fire service for the Commercial Alternative are substantially the same as for the Preferred Project. The payment of required mitigation fees has been determined to adequately address impacts to fire services, in addition to compliance with the California Fire Code, the General Plan, and other guiding documents and policies. Therefore, impacts to fire and emergency services are expected to be less than significant.

PUBLIC SERVICES – LAW ENFORCEMENT SERVICES

Similar to the preferred project, the Commercial Project Alternative would incorporate a variety of security measures to assist in crime prevention efforts and to reduce the demand for law enforcement facility expansion or protection and use design features that would contribute to the safety of all residents. The additional commercial buildings would provide security lighting and within public and semi-public spaces. No expansion of facilities is anticipated, therefore impacts are considered less than significant.

PUBLIC SERVICES – SCHOOL SERVICES

The commercial project a would result in fewer residences than the proposed project, and would include a larger component of commercial retail or service uses that would not be expected to generate significant demands on school services. As discussed for the preferred project, no new off-site facilities are required due to the project. Impacts are less than significant.

PUBLIC SERVICES - PARKS AND RECREATION SERVICES

The commercial project a would result in fewer residences than the proposed project, and would include a larger component of commercial retail or service uses that would not be expected to generate significant demands on school services. As discussed for the preferred project, The Sunrise Recreation and Park District did does not require new park facilities to serve the proposed project's residents. Impacts are less than significant.

PUBLIC SERVICES – LIBRARY SERVICES

The commercial project a would result in fewer residences than the proposed project, and would include a larger component of commercial retail or service uses that would

not be expected to generate significant demands on school services. As discussed for the preferred project, the project will not require the construction of new library facilities. Impacts are less than significant.

UTILITIES – SOLID WASTE SERVICES

The Sacramento County Integrated Waste Management Plan provides for adequate waste disposal capacity to serve existing and anticipated development until the year 2030. As of today 30 million cubic yards has been placed at the KLF. The total permitted capacity for the site is 117.4 million cubic yards. Based on projected waste flows there is an estimated 65 years of capacity remaining. There is sufficient capacity to handle the solid waste generated by the project, therefore impacts are less than significant.

UTILITIES – ENERGY SERVICES

SMUD's existing infrastructure is sufficient to provide energy services for the Commercial Alternative, similar to that described in the Preferred Project discussion. Impacts are less than significant.

UTILITIES – SEWER SERVICE

The Commercial Alternative would result in a reduction in multi-family acreage and an increase in commercial acreage. Sewer flows are calculated using an ESD of 6 for commercial land use zones and an ESD of 15 for multi-family zones. Because the commercial zoning has a lower ESD than the multi-family zoning designation, the overall peak weather flow would be reduced. As with the preferred project, commercial alternative complies with the SASD Master Plan and it is possible to provide gravity sewer service to this project alternative. Impacts are less than significant.

UTILITIES – WATER SERVICE

The Commercial Alternative would increase the amount of commercial development within the project area, while decreasing the amount of multifamily. Because the unit water demand factor for commercial uses is lower than the demand factor for residential uses, the expected water demand for the Commercial Alternative will be less than the demand for preferred project. As discussed for the preferred project, the water demands of the project can be met with the District's current supplies and additional water supplies are not needed in order to meet the demands of the project. Impacts are less than significant.

Though the District has sufficient water supply to serve the project, the District has identified a need to update its aging infrastructure. Based on the location of the project site, the District will be looking to purchase a property within Barrett Ranch East as a future well site (PU-1).

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT FREEWAY FACILITIES

The existing plus project conditions for the Commercial Alternative do not result in the reduction of LOS such that an unacceptable LOS F is reached. No other significance criteria are met, therefore impacts to freeway facilities are less than significant.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT PEDESTRIAN AND BICYCLE FACILITIES

The Commercial Project Alternative, similar to the preferred project, would include bicycle lanes and sidewalks along the primary roadways. Because these primary roadways ultimately interface with the offsite network, it would not be anticipated that the project would remove or obstruct bicycle or pedestrian facilities, or preclude future ones. No impacts, other than intermittent temporary obstruction during project construction, are anticipated.

TRANSPORTATION AND CIRCULATION – EXISTING-PLUS-PROJECT TRANSIT FACILITIES

The transit facility condition for the Commercial Alternative is the same as for the Preferred Project. While this project condition may increase ridership, an expanded, higher capacity service is planned in the project vicinity. Therefore, any impacts are anticipated to be less than significant.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT FREEWAY FACILITIES

The Cumulative-Plus-Commercial Project Alternative conditions do not result in the reduction of LOS such than an unacceptable LOS F is reached. No other significance criteria are met; therefore, impacts to freeway facilities are less than significant.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT PEDESTRIAN AND BICYCLE FACILITIES

The Commercial Project Alternative, similar to the preferred project, would include bicycle lanes and sidewalks along the primary roadways. Because these primary roadways ultimately interface with the offsite network, it would not be anticipated that the project would remove or obstruct bicycle or pedestrian facilities, or preclude future ones. No impacts, other than intermittent temporary obstruction during project construction, are anticipated.

TRANSPORTATION AND CIRCULATION – CUMULATIVE-PLUS-PROJECT TRANSIT FACILITIES

The transit facility condition for the Commercial Alternative is the same as for the Preferred Project. While this project condition may increase ridership, an expanded,

higher capacity service is planned in the project vicinity. Therefore, any impacts are anticipated to be less than significant.

CUMULATIVE IMPACTS

The CEQA Guidelines section 15355 defines a cumulative impact as "two or more individual effects which, when considered together, are considerable". An individual effect need not itself be significant to result in significant cumulative effects; the impact is the result of the incremental effects of the project combined with the effects of "other closely related past, present, and reasonably foreseeable probable future projects." CEQA does not define "closely related", but the Code of Federal Regulations (40 CFR 1508.25) indicates that a "closely related" project is one which is automatically triggered by the project; one which cannot proceed without the project first proceeding (mutual dependency); one which requires the project for justification or is an interdependent part of the same action; or one which is a similar action with "closely related" timing, geography, and other features.

The requirements for a cumulative analysis are described in CEQA Guidelines Section 15130. A cumulative analysis "need not provide as great detail as is provided for the effects attributable to the project alone." The analysis should focus on analyzing the effects of the project to which other projects contribute, to the extent practical and reasonable. These other projects may be identified either through the provision of a list of cumulative projects, or via a summary of projections contained in an adopted General Plan or an adopted EIR. This EIR uses a combination of the two methods; using projections contained in adopted General Plans and related planning documents, as well as the known reasonably foreseeable projects listed below.

The projects are identified by their Planning and Environmental Review name and Control Number:

- Elverta Park (PLNP2014-00118)
- Northborough (PLNP2013-00056)
- Elverta Specific Plan (19990351)
- Downtown Rio Linda Specific Plan (PLNP2013-00145)
- Blue Oak Commercial (PLNP2013-00139)
- Placer Vineyards (Placer County)
- Danbury Park (Placer County)
- Sutter Point Specific Plan (Sutter County)

The significance criteria used for analysis are the same as those used throughout the topical chapters of the EIR. Section 15130(a)(3) states that a project's contribution to an impact is "less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures".

AESTHETICS

Singular project aesthetics analyses focus on a specific project site and its immediate environment, but for the purposes of this cumulative discussion the viewshed is defined more broadly. Most of the County includes relatively flat topography which is either urbanized or dominated by crop farming interspersed with rural communities and open space areas. The Antelope community is generally characterized by low and medium residential development, with a few large commercial areas surrounding intersections. At the outer edges of the community and to the west, north, and east are lower densities and agricultural residential areas along the although each of these areas is in the process of transitioning to a more suburban development pattern consistent with that seen in Antelope. Due to the flat topography of the community and surrounding areas, the viewershed within the community is generally limited to this development pattern.

The viewing groups for this larger viewshed area are mostly composed of residents and people traveling along major roadways within and surrounding the community, such as Don Julio Boulevard, Antelope Road, Elverta Road, Walerga Road, Watt Avenue, North Loop Boulevard and Antelope North Road. As discussed in the Aesthetics chapter of this EIR the project is entirely surrounded by urban development and would be designed to fit in to the community. All of the areas immediately surrounding the community that are visible from within the community are either largely developed, or are planned for development consistent with the character of the community and the proposed project. While development of currently undeveloped areas within view of the community of Antelope would change views from the community of the outer edges of development, due to the existing urban setting of the project site and surrounding areas, the change would not be significant in the larger cumulative context. Similarly, due to the developed and urban nature of the community and surrounding areas, the addition of new light sources to the community would not significantly increase lighting of the area. The project would not result in degradation of the existing visual character; and existing regulations and design guidance would minimize light and glare from the project. These impacts are considered less than significant and will not contribute to a cumulatively considerable aesthetic impact.

AIR QUALITY

Project construction and operation of the foreseeable development projects in the County and surrounding areas will result in the generation of ozone precursors and particulate matter. Due to past, present, and future development within the Sacramento Valley Air Basin (SVAB), the SVAB is in nonattainment for ozone and particulate matter. This is considered a significant cumulative impact and all projects in the region would contribute to this impact. Because of this, SMAQMD thresholds are relevant to whether a project has a cumulatively considerable contribution to the existing condition. According to the SMAQMD methodology, if a project's singular contribution can be considered less than significant, than the project's cumulative contribution is not considered cumulatively considerable and therefore, cumulative impacts are less than significant. The proposed project's construction emissions showed that the proposed project would not exceed SMAQMD's significance thresholds for ozone precursors

during construction, and that PM_{10} emissions would be less than significant with Basic Construction Emission Control Practices. The proposed project's operational emissions showed that PM_{10} emissions would not exceed SMAQMD's significance thresholds; however, operational emissions from ozone precursors would exceed thresholds even with mitigation. Based on SMAQMD's approach to cumulative impacts, the proposed project would have a less than significant cumulative contribution to construction emissions and operational PM10 emissions. Similarly, using SMAQMD's methodology, because the proposed project's operational emissions will exceed SMAQMD's thresholds even with mitigation, the project is considered to substantially contribute to a significant cumulative air quality impact.

BIOLOGICAL RESOURCES

The project will result in the loss of wetland habitat and Swainson's hawk foraging habitat. Using the County's methodology for impacts to Swainson's hawk habitat the developer will have to compensate for the loss of 81.08 acres of foraging habitat. The project will result in direct impacts to 1.144 acres wetlands, consisting of 0.06 acres of channel, 0.042 acres of drainage ditch, 0.003 acres of seasonal wetland swale, and 1.039 acres of vernal pools. The developer is required to achieve a no-net-loss of wetlands and will be required to acquire permits for the loss of wetlands from the Army Corps of Engineers and demonstrate that the wetlands have been mitigated. Because the project is required to contribute toward mitigation that is intended to alleviate cumulative impacts to Swainson's hawk and wetland habitat the project's contribution to these impacts is less than cumulatively considerable.

CLIMATE CHANGE

Climate change is by nature a cumulative impact, and the significance threshold is based on cumulative growth projections and the limits which must be set in order to meet reduction targets by the year 2020. To that extent, the cumulative analysis has already been completed. The GHG emissions from the proposed project would not exceed the County's thresholds for energy and mobile source GHG emissions, therefore the singular impacts from the project were found to be less than significant. Of the projects considered in the cumulative scenario one does not have published documents detailing the project's contribution to GHG emissions, four were found to have GHG emission below the County's thresholds for energy and mobile source GHG emissions, two did not quantify their emissions, and two reported a singularly considerable impact to climate change. Mitigation was recommended for the projects with identified significant effects, but due to the uncertainty of the effectiveness of the mitigation measures, impacts remained significant. When considered with these past and reasonably foreseeable projects climate change impacts are significant; however, this is a significant impact without implementation of the proposed project. The project's contribution to climate change is not cumulatively considerable.

CULTURAL

Cumulative development in Sacramento County could significantly impact historic, archaeological, paleontological, geologic, or human resources. The archaeology of

prehistoric resources in their original contexts is crucial in developing an understanding of the social, economic, and technological character of the resources. The boundaries of an archaeologically important site could extend beyond property boundaries. As a result, a meaningful approach to preserving and managing cultural research should focus on the likely distribution of cultural resources, rather than on Project or parcel boundaries. The cultural system is represented archaeologically by the total inventory of all sites and other cultural remains. However, proper planning and appropriate mitigation can help to capture and preserve knowledge of such resources and can provide opportunities for increasing understanding of the past environmental conditions and cultures by recording data about any sites discovered and preserving artifacts found. Based on the findings of the records and literature search and field survey, mitigation has been proposed that attempts to document and preserve cultural resources that may be encountered during construction of this project as well as other cumulative projects. This mitigation limits the cumulative contribution of impacts to cultural resources within the County. The project would have a less than significant cumulative contribution to cultural resources impacts.

HAZARDOUS MATERIALS

Most impacts in this category are existing hazardous conditions which have the potential to impact projects, but which are not exacerbated by projects. The only impact discussed in the Hazards and Hazardous Materials chapter to which the project could cumulatively contribute is increases in the transport, use, and disposal of hazardous materials. As concluded for the project, all of the cumulative developments would be required to implement and comply with federal, state, and local hazardous materials regulations and codes monitored by the state and/or local jurisdictions, and therefore the project's contribution to the impact would not be cumulatively considerable.

HYDROLOGY AND DRAINAGE

As the site is an infill site located within an area that is already built out, the drainage analysis for the project included an examination of the downstream infrastructure capacity as well as an evaluation of whether the project would detrimentally increase surface runoff, cause flooding or adversely affect existing infrastructure. The drainage improvements that will be constructed as part of the project combined with the existing adjacent infrastructure will accommodate runoff from the the site. Furthermore, Compliance with the County Stormwater Ordinance and implementation of Low Impact Development Standards would ensure that development of the site would not alter the course of local waterways in a manner that results in substantial erosion or siltation, would not cause violation of a water quality standard or waste discharge requirement, and would not result in substantial increases to polluted runoff. Because the site is designed to handle the cumulative condition, the project will not contribute to a cumulatively considerable impact.

LAND USE

As discussed in the Land Use chapter, the project will not 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, and no cumulative impacts related to land use have been identified.

NOISE

The project would result in less than significant noise impacts with the construction of sound barriers along Don Julio Boulevard and Antelope Road. The project analysis of noise included cumulative analyses of traffic noise, which is the noise source to which the project could cumulatively contribute. Because noise attenuates over distance, it is generally considered a localized impact. Only projects within the direct vicinity would contribute to noise from the project thereby resulting in a cumulative noise impact. The area surrounding the project site is is fully developed. The noise analysis prepared for the project included the noise generated from this surrounding development. The known reasonably foreseeable projects included in this cumulative analysis are located outside the near vicinity of the project site, and due to attenuation, are not expected to combine with noise from the project to create a cumulative impact. The proposed project would have a less than significant cumulative contribution to noise impacts.

PUBLIC SERVICES

The project site is an infill site within a fully developed area for which public services have been master planned. The public service master plans assume development of the project site in addition to the surrounding existing development. As described in the Public Services chapter, service providers have reviewed the proposed project and have indicated that public services are available and that the proposed project could be adequately served with existing fees and /or programs that fund operation of services. No need for long-range facility improvements or expansion or new facilities, beyond those planned for in their master planning documents, were identified. Since the project is an infill project, the service providers' master plans have considered eventual development of the project site. When considered with the surrounding development and foreseeable projects the proposed project would not contribute to a significant cumulative impact to to public services.

TRANSPORTATION AND CIRCULATION

The project traffic and circulation analysis included cumulative analyses of traffic. In the baseline cumulative condition traffic is cumulatively considerable. In the cumulative plus project condition, the project contributes to the cumulative significant impact; however, the project is required to contribute toward mitigation that is intended to alleviate cumulative traffic impacts. With mitigation, the project's contribution to these impacts is rendered less than cumulatively considerable. See Chapter 14, Transportation & Circulation for additional details.

PUBLIC UTILITIES

Solid waste collection service for the project and vicinity is provided by the Sacramento County Department of Waste Management and Recycling. Waste from the region is

ultimately disposed of at the Kiefer Landfill. The Kiefer Landfill's master plan includes sufficient capacity to accept the waste from the region through 2050.

SMUD provides energy service to the proposed project and to existing and planned development located within the County of Sacramento. SMUD reviewed the proposal and did not indicated that there were any constraints to capacity in there system that would preclude their ability to provide service to the site in addition to the planned development within their service area.

Sewer flows from the site are conveyed to the Elverta Road trunk sewer, which connects to the existing CSD-1 Antelope area system, ultimately these flows connect to the Sacramento Regional Wastewater Treatment Plant (SRWTP) system which conveys sewage to the wastewater treatment plant. The Elverta Road trunk sewer system, together with the local collectors built with the proposed project, are sufficient to provide sanitary sewer service for the project. These facilities were built with development of the project site considered. No other facilities necessary to serve the project. The existing capacity of the SRWTP is sufficient to accommodate flows from the past and known future projects within the region.

The Water Supply Assessment prepared for the project examined the cumulative water demand projections out to the year 2050, and projects that demand will reach 58,571 acre-feet/year. The cumulative demand projections include the project growth within the Antelope community consistent with the SACOG blueprint and growth projections in the Sacramento County General Plan. The project's project water demand is consistent with the cumulative assumptions in the Urban Water Management Plan and the Water Master Plan for the Sacramento Suburban Water District.

The project site is an infill site within a fully developed area for which public utilities have been master planned. The master plans of the applicable utility providers have assumed development of the project site in addition to the surrounding existing and planned development. As described in the Public Utilities chapter, utility providers have reviewed the proposed project to determine if capacity or supply is available to adequately serve the proposed project. Implementation of the project would not require new facilities or expansion of existing facilities; the project would not result in any cumulatively considerable impacts to public utilities. When considered with the surrounding development and foreseeable projects the proposed project would not contribute to a significant cumulative impact.

GROWTH INDUCING IMPACTS

An EIR must discuss the ways in which a proposed project could foster economic or population growth or the construction of additional housing in the vicinity of the project, and how that growth will, in turn, affect the surrounding environment (see CEQA Guidelines Section 15126.2(d)). Growth can be induced in a number of ways, including through the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of the removal of obstacles to growth relates

directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval.

The Project is an infill project that will result in the development of currently vacant land entirely surrounded by existing development and will increase economic activity as compared to the existing condition. However, the existing zoning designations on the site would allow for similar uses and densities and the project will not result in amenities or other attractors over that which could be developed under the existing condition. Roadway and sewer improvements related to the proposed project are consistent with infrastructure plans already in place for the project area. Infrastructure surrounding the project is already in place due to surrounding development and the infill nature of the project. The adjacent community is largely built out with existing infrastructure public services, neither direct nor indirect growth inducement will as a result of either the preferred project or the commercial project alternative.