2019099100

Office of Planning and Environmental Review
Leighann Moffitt, Director

County Executive
Navdeep S. Gill

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:** PLNP2019-00081

2. **Title and Short Description of Project:** Stockton Boulevard 7-Eleven
   A **Use Permit** to allow an auto service station and a 24-hour convenience store on SC-zoned property.
   A **Special Development Permit** to allow the proposed project to deviate from the required 135-foot minimum public street frontage for all new primary service stations to 126-feet.
   A **Special Development Permit** to allow the proposed project to deviate from the required 20 percent landscape area to 17 percent.
   A **Special Development Permit** to allow the proposed fuel station roof structure to extend higher than the required 2 ½ feet above the design structure clearance height to 3 feet.
   A **Special Development Permit** to allow the proposed project to deviate from the required 8 foot wide landscape planter between the parking area and sidewalks to 4 feet.
   A **Special Development Permit** to allow the proposed convenience store to deviate from the required 56-foot front and street side yard setback to 20 feet.
   A **Special Development Permit** to allow the proposed trash enclosure to deviate from the perimeter landscape planter to two sides of the enclosure.
   A **Special Development Permit** to allow the proposed project to deviate from the required 125-square foot maximum sign area for all signs on an automobile service station site to 193.25 square feet.
   A **Design Review** to comply with the Countywide Design Guidelines.

3. **Assessor's Parcel Number:** 043-0220-009

4. **Location of Project:** The project site is located at 7171 Stockton Boulevard, on the northeast corner of Florin Road and Stockton Boulevard, in the South Sacramento community

5. **Project Applicant:** Tekin & Associates, LLC

6. Said project will not have a significant effect on the environment for the following reasons:
   a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
   b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
   c. It will not have impacts, which are individually limited, but cumulatively considerable.
   d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

8. The attached Initial Study has been prepared by the Sacramento Office of County Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office Planning and Environmental Review 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
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2019-00081

NAME: Stockton Boulevard 7-Eleven

LOCATION: The project site is located at 7171 Stockton Boulevard, on the northeast corner of Florin Road and Stockton Boulevard, in the South Sacramento community (Plate IS-1).

ASSESSOR'S PARCEL NUMBER: 043-0220-009

OWNER:
TA Stockton Florin, LLC
2600 N. Dallas Parkway, #370
Frisco, TX 75034
Attn: Philip Kelton

APPLICANT:
Tekin & Associates, LLC
2600 N. Dallas Parkway, #370
Frisco, TX 75034
Attn: Philip Kelton

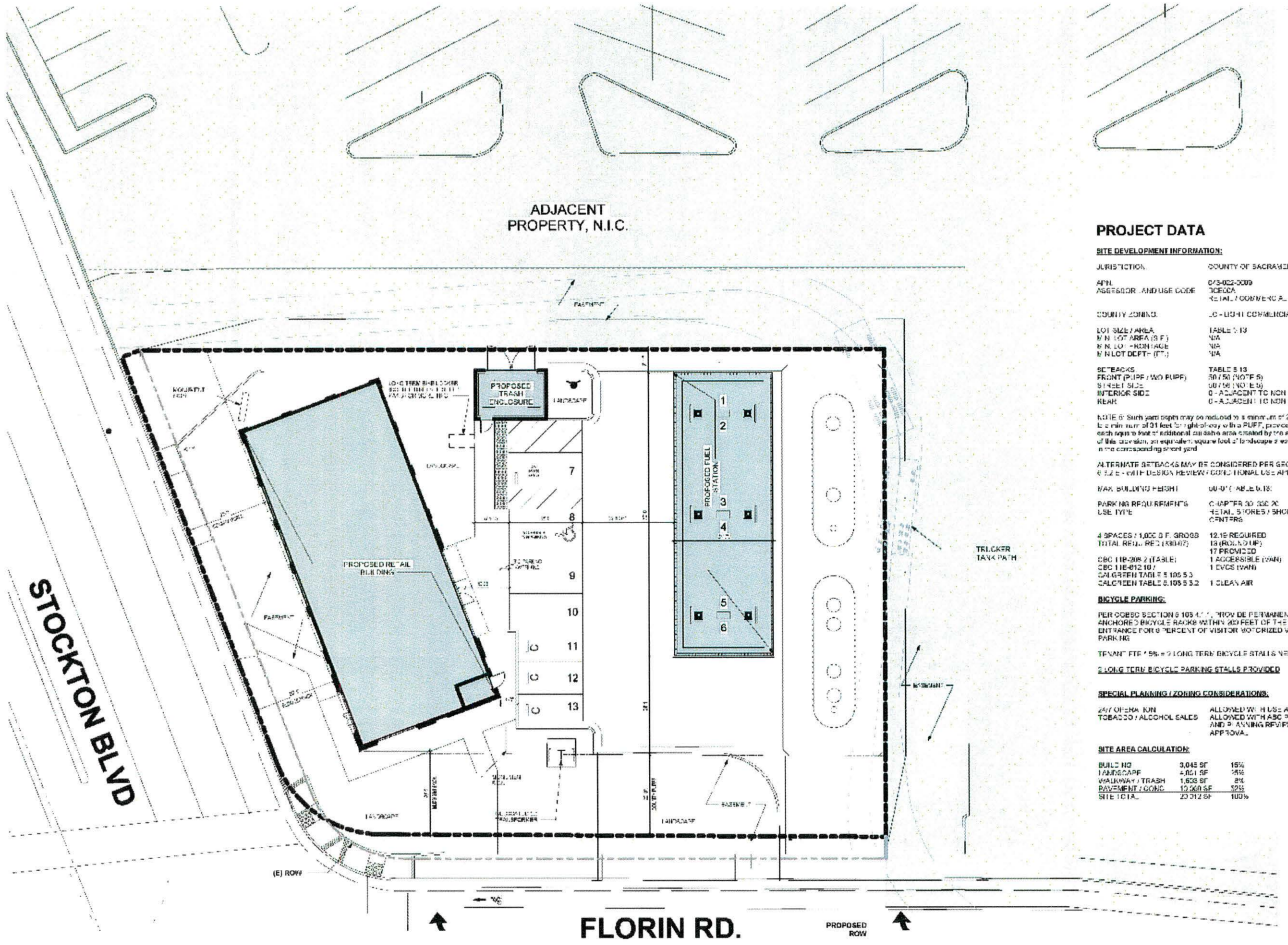
PROJECT DESCRIPTION

1. A **Use Permit** to allow an auto service station and a 24-hour convenience store on SC-zoned property (Plate IS-2).
2. A **Special Development Permit** to allow the proposed project to deviate from the required 135-foot minimum public street frontage for all new primary service stations to 126-feet.
3. A **Special Development Permit** to allow the proposed project to deviate from the required 20 percent landscape area to 17 percent.
4. A **Special Development Permit** to allow the proposed fuel station roof structure to extend higher than the required 2 ½ feet above the design structure clearance height to 3 feet.

5. A **Special Development Permit** to allow the proposed project to deviate from the required 8 foot wide landscape planter between the parking area and sidewalks to 4 feet.
6. A **Special Development Permit** to allow the proposed convenience store to deviate from the required 56-foot front and street side yard setback to 20 feet.
7. A **Special Development Permit** to allow the proposed trash enclosure to deviate from the perimeter landscape planter to two sides of the enclosure.
8. A **Special Development Permit** to allow the proposed project to deviate from the required 125-square foot maximum sign area for all signs on an automobile service station site to 193.25 square feet.
9. A **Design Review** to comply with the Countywide Design Guidelines.

Plate IS-1: Project Vicinity Map

Plate IS-2: Site Plan



1 SITE PLAN - INTERIM

PROJECT DATA

SITE DEVELOPMENT INFORMATION:

JURISDICTION	COUNTY OF SACRAMENTO
APN ASSESSOR LAND USE CODE	073-0023-009 1600A RETAIL / COMMERCIAL
COUNTY ZONING	LC - LIGHT COMMERCIAL
LOT SIZE / AREA MIN. LOT AREA (S.F.) MIN. LOT FRONTAGE MIN LOT DEPTH (FT.)	TABLE 5.19 N/A N/A N/A
SETBACKS FRONT (PUPF / TWO PUPF) STREET SIDE INTERIOR SIDE REAR	TABLE 5.19 0ft / 5ft (NOTE 5) 0ft / 5ft (NOTE 5) 0 - ADJACENT TO NON RES. 0 - ADJACENT TO NON RES.

NOTE 5: Such yard depth may be reduced to a minimum of 25 feet, and to a minimum of 20 feet for right-of-way with a PUPF, provided that for each foot reduction additional landscape area created by the application of this provision, an equivalent square foot of landscape area is provided in the corresponding street yard.

ALTERNATE SETBACKS MAY BE CONSIDERED PER SECTION 5.5.2.E - WITH DESIGN REVIEW / CONDITIONAL USE APPROVAL

MAX. BUILDING HEIGHT	40-0" (TABLE 5.19)
PARKING REQUIREMENTS USE TYPE	CHAPTER 30, SEC 30 RETAIL STORES / SHOPPING CENTERS
4 SPACES / 1,000 S.F. GROSS TOTAL RETAIL SF: (4,800 SF)	19.19 REQUIRED 19 (REQUIRED) 17 PROVIDED
CBC 11B-208.2 (TABLE) CBC 11B-812.10.7 CALGREEN TABLE 5.106.5.3 CALGREEN TABLE 5.106.5.3.2	1 ACCESSIBLE (VAN) 1 EVCS (VAN) 1 CLEAN AIR

BICYCLE PARKING:

PER CGBSC SECTION 5.106.4.1.2, PROVIDE PERMANENTLY ANCHORED BICYCLE RACKS WITHIN 200 FEET OF THE VISITORS ENTRANCE FOR 5 PERCENT OF VISITOR MOTORIZED VEHICLE PARKING

TENANT FTE * 5% = 2 LONG TERM BICYCLE STALLS NEEDED

2 LONG TERM BICYCLE PARKING STALLS PROVIDED

SPECIAL PLANNING / ZONING CONSIDERATIONS:

ALCOHOL SALES TOBACCO / ALCOHOL SALES	ALLOWED W/ MINOR USE APPROVAL ALLOWED WITH A ABC PERMIT AND PLANNING REVIEW / MUP APPROVAL

SITE AREA CALCULATION:

BUILDING	3,845 SF	15%
LANDSCAPE	4,851 SF	19%
WALKWAY / TRASH	1,858 SF	8%
PAVEMENT / CONC.	13,269 SF	52%
SITE TOTAL	23,912 SF	100%

DAHLIN
9589 Owens Drive
Pleasanton, CA 94566
925-271-1200

STOCKTON BLVD. 7-11
7121 STOCKTON, SACRAMENTO, CA
FOR
TEKIN ASSOCIATES

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.

GHD

REVISIONS

PLANNING PKG 08.13.19

SITE PLAN - INTERIM

JOB NO. **1497.003** SHEET
DRAWN **KP/JK**
CHECK **GM**
DATE **07/25/19** **PA1.1A**

ENVIRONMENTAL SETTING

The project site is a currently vacant, previously developed commercial parcel on the corner of Stockton Boulevard and Florin Road. The project site is surrounded by commercial uses, and abuts a large, currently vacant, commercial parking lot on the north and east sides. The nearest non-commercial uses are apartments and single family residences, located approximately 700 and 600 feet from the project site. The subject parcel has been previously developed with a gas station.

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.

PUBLIC UTILITIES

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

- Result in substantial adverse physical impacts associated with the provision of electric or natural gas service

SMUD has existing overhead 69kV facilities on the south side of Florin Road, underground 12kV facilities on west, east and south of the property, and 12kV facilities within the project site. Implementation of the project may require relocation of some public utility facilities. Relocation of the utility poles is a temporary impact that would not result in adverse impacts to service to the project or surrounding area. Relocation of the existing poles/utility lines would be conducted in accordance with the standards of the appropriate utility companies; impacts are ***less than significant***.

AIR QUALITY

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

- 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.

REGULATORY SETTING

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-1). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-2).

Table IS-1: Attainment Status of Pollutants in Sacramento County

Pollutant	State Designation	Federal Designation
Ozone	Non-Attainment	Non-Attainment
Course Particulate Matter (PM_{10})	Non-Attainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Non-Attainment	Non-Attainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide[4]	Attainment	Attainment

Source CARB 2017

Table IS-2: SMAQMD Significance Thresholds

	ROG[1] (lbs/day)	NO_x (lbs/day)	CO ($\mu g/m^3$)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Construction (short-term)	None	85	CAAQS[2]	80[3*]	82[3*]
Operational (long-term)	65	65	CAAQS	80[3*]	82[3*]

1. Reactive Organic Gas

2. California Ambient Air Quality Standards

3*. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance

SITE SPECIFIC ANALYSIS

A project specific Air Quality and Greenhouse Gas Emission analysis was conducted by Environmental Service in April 2019 (Appendix A). The analysis follows the guidance provided in the SMAQMD Guide to Air Quality Assessment in Sacramento County (SMAQMD 2018) and utilized CalEEMOD version 2016.3.2. See Appendix A for detailed modeling assumptions.

CONSTRUCTION EMISSIONS/SHORT TERM IMPACTS

Short-term air quality impacts are mostly due to dust (PM10 and PM2.5) generated by construction and development activities, and emissions from equipment and vehicle engines (NOx) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM10 and PM2.5 are considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

Construction activities would be subject to SMAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways, or the clearing of land, and applying asphalt, oil, water, or suitable chemicals on dirt roads, materials, stockpiles, and other surfaces that can give rise to airborne dust. The SMAQMD has adopted guidelines for determining potential adverse impacts to air quality in the region. The SMAQMD Guide states that construction activities are considered a potentially significant adverse impact if such activities generate total emissions in excess of SMAQMD-established thresholds

Table IS-3 illustrates the specific construction-related criteria and precursor emissions that would result from construction of the Project. Project emissions resulting from construction would not exceed the SMAQMD daily significance criterion for NOX, PM10, or PM2.5, with the implementation of SMAQMD's Basic Construction Emission Control Practices. Therefore, construction-related air quality impacts are ***less than significant***.

Table IS-3: Construction-Related Criteria Pollutant and Precursor Emissions (Maximum Pounds per Day)

2020 Construction Activities	ROG	NOX	PM10	PM2.5
Maximum Emissions	3.31	18.5	2.02	1.15
SMAQMD Potentially Significant Impact Threshold	-	85 pounds/day	80 pound/day	82 pounds/day
Exceed SMAQMD Threshold?	**-**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2 See Appendix A for emission model output.

OPERATIONAL EMISSIONS/LONG TERM IMPACTS

The SMAQMD has established significance thresholds to evaluate the potential impacts associated with long-term Project operations. Regional air pollutant emissions associated with Project operations include area source emissions, energy-use emissions, and mobile source emissions. Area source emissions comprise emissions from fuel combustion from space and water heating, landscape maintenance equipment, evaporative emissions from architectural coatings and consumer products, and unpermitted emissions from stationary sources. Energy-use emissions comprise emissions from on-site natural gas usage, and mobile source emissions comprise emissions from automobiles (e.g., trucks, cars, parking lot sweepers).

Operational area source emissions, energy-use emissions, and mobile source emissions for the proposed Project were calculated using the CalEEMod air quality model (Appendix A). Emissions rates differ from summer to winter, because weather affects factors related to air quality, such as pollutant mixing/dispersion and ozone formation. As shown in Table IS-4, project emissions resulting from long-term operations would not exceed the SMAQMD significance criteria for ROG, NOX, PM10, or PM2.5. Therefore, operational-related air quality impacts are ***less than significant***.

Table IS-4: Operations-Related Criteria Pollutant and Precursor Emissions (Maximum Pounds per Day)

Source	ROG	NOX	PM10	PM2.5
Area Source	0.013	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00
Mobile Source	0.844	2.532	0.533	0.15
Project Total	**0.858**	**2.532**	**0.533**	**0.15**
SMAQMD Potentially Significant Impact Threshold	65 pounds/day	65 pounds/day	80 pound/day	82 pounds/day
Exceed SMAQMD Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. See Appendix A for emission model outputs.

Toxic Emissions

The proposed Project would be a source of gasoline vapors that would include toxic air contaminants (TACs) such as benzene, methyl tertiary-butyl ether, toluene, and xylene. Benzene is the primary TAC associated with gas stations. Gasoline vapors are released during the filling of the stationary underground storage tanks (USTs) and during the transfer from those underground tanks to individual vehicles.

The SMAQMD regulates these emissions through a permitting process, (Health Risk Assessment), which applies to all service stations within Sacramento County. Permits may be granted to these operations provided they are operated in accordance with applicable SMAQMD rules and regulations. SMAQMD's gasoline station permitting process provides for the review of gasoline TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. SMAQMD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. SMAQMD may impose limits on annual throughput to ensure that risks are within acceptable limits. In addition, The California Air Resources Board (CARB) must certify all vapor recovery equipment that is used at service stations which would satisfy the Toxics Best Available Control Technology (TBACT), TBACT requirement.

SMAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed thresholds. At present, SMAQMD staff runs individual assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no

schools located within 1,000 feet of the project site; there are some single family residences and apartment complexes within 1,000 feet of the project site.

As indicated in Table IS-4, with BACT and BMPs, Project operational emissions of criteria pollutants would be below SMAQMD significance thresholds; thus, they are not likely to have a significant impact on the nearby residences given the distance and the dispersion that would occur. Exposure by individuals pumping gasoline would be limited in time, so the dose level for customers would be low. In addition, SMAQMD Rules 448 and 449 require the installation of vapor recovery systems that would reduce the amount of vapors that would be emitted into the atmosphere by 95-98% from levels without such systems. This would further limit doses and exposures, reducing potential health risk related to gasoline vapors to a level that is not significant. The project applicant shall be required to obtain a permit from SMAQMD and implement all SMAQMD required measures. With compliance with existing regulations, impacts associated with air toxics will remain ***less than significant***.

ODORS

CEQA and the SMAQMD Guide consider objectionable odors as a potentially significant environmental impact. SMAQMD Rule 402 prohibits the discharge of air contaminants that could be a nuisance or an annoyance. This prohibition includes potential odors.

Odors that could be generated at the project site include releases of gasoline vapors, which would generally be confined to the project site and would readily dissipate. In accordance with SMAQMD Rules 448 and 449, vapor recovery systems would be required. Project impacts related to odors are considered ***less than significant***.

HYDROLOGY AND WATER QUALITY

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

- Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface 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 the minimum components.

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

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

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

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

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

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

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

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***.

CULTURAL RESOURCES

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

- Have a substantial adverse effect on an archeological resources.
- Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

A review of the files maintained at the North Central Information Center of the California Historical Resources Information System was conducted on May 10, 2019. There are no prehistoric or historic period resources recorded in or within a 0.125-mile radius of

the project area. A portion of the property was surveyed for cultural resources in the past.

Pursuant to AB-52, Sacramento County sent notification letters on May 14, 2019, to three local tribes upon initiation of environmental review for the project. The United Auburn Indian Community expressed interest in the Project and requested tribal consultation via a letter dated May 29, 2019.

Representatives from UAIC indicated that while there are no documented resources onsite, excavation into native soils during installation of the underground storage tanks, could uncover previously unidentified resources. In addition to standard mitigation language for protection and treatment of unanticipated discoveries, mitigation is included to allow tribal monitors to conduct spot checks during excavation of the storage tanks, and a worker awareness training brochure is included as Appendix B. Impacts to cultural and Tribal Resources are considered ***less than significant***.

HAZARDS AND HAZARDOUS MATERIALS

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

- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?

REGULATORY SETTING

The proposed project will include two underground fuel storage tanks with a bottom depth of 17' below the ground surface. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. The Hazardous Materials Division of the Sacramento County Environmental Management Department has been designated by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Sacramento County.

As the CUPA, the Environmental Compliance Division is responsible for the implementation of six statewide environmental programs for Sacramento County, including underground storage of hazardous substances. Program implementation involves permitting and inspection of regulated facilities, providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations, investigations of complaints regarding spills or unauthorized releases and administrative enforcement actions levied against facilities that have violated applicable laws and regulations. The CUPA also coordinates with State and Federal agencies during the remediation process, when protective measures fail and a release occurs.

The U.S. Environmental Protection Agency (EPA) designed part of the technical regulations for underground storage tank (UST) systems to prevent releases from USTs. The regulations require USTs to be protected from spills, overfills, and corrosion.

SOIL CONTAMINATION

Terracon conducted a Phase I ESA report, dated October 15, 2018, which identified a recognized environmental conditions (RECs) associated with historical fueling station operations. Based on the absence of closure documentation and subsurface investigation, the potential for undocumented spills or releases from the former USTs and associated fueling system represents a REC to the site. A Limited Site Investigation (LSI) (Appendix C) was conducted to determine the presence or absence of total petroleum hydrocarbons (as diesel or motor oil) and volatile organic compounds (VOCs) on the project site.

Field activities for the LSI were performed on November 13, 2018 in two locations on the site in areas suspected for former UST holding areas and dispensing equipment. A total of five soil samples and two groundwater samples were collected and analyzed for TPH and VOCs. Boring samples were taken to depths of approximately 45- to 47-feet below the ground surface (bgs), respectively. Groundwater was encountered in two borings at depths of approximately 44 and 45 feet bgs.

The TPH and VOCs reported in the soil and groundwater samples are reported in Table IS-5 and Table IS-6. Contamination levels are reported in comparison to human health risk levels for commercial/industrial land uses, residential land uses, and established Tier 1 screening levels (Tier 1 exposure assumptions are the most conservative for comparison purposes). The reported TPH and VOC in the soil and groundwater samples did not result in any concentrations that exceeded the commercial/industrial environmental screening levels.

Based on the findings of the subsurface sampling that the reported soil and groundwater contamination are below applicable environmental screening levels for commercial/industrial land use, no further testing is necessary at this time. In the event that there are unanticipated encounters of soil contamination during construction, mitigation has been included to develop a Media Management Plan (MMP) prior to proposed development of the site. In the event that any affected materials are encountered, they would be properly handled and disposed in accordance with the MMP and local and state regulations. Impacts associated with soil contamination are ***less than significant***.

Table IS-5: Summary of Soil Analytical Results

				Sample Date	11/13/18	11/13/18	11/13/18	11/13/18	11/13/18
				Sample ID	SB1-5	SB1-6	SB1-40	SB-2	SB2-40
				Sample Depth (feet)	5	16	40	2	40
Substance	Environmental Screening Levels				Value	Value	Value	Value	Value
	Tier 1	Soil Direct Exposure Human Health Risk Levels							
		Residential Land Use Shallow Soil Exposure	Commercial/Industrial Land use Shallow Soil Exposure	Any Depth Soil Exposure Construction worker					
	mg/Kg	mg/Kg	mg/Kg	mg/Kg	mg/Kg	mg/Kg	mg/Kg	mg/Kg	mg/Kg
TPH (8015B)									
Gasoline Range Organics (GRO) (C4-C12)	100	740	3,900	2,800	130	2.7	0.32	<0.10	<0.099
Diesel Range Organics (DRO) (C10-C28)	230	230	1,100	880	500	210	15	29	<1.9
Motor Oil Range Organics (MORO) (C28-C-40)	5,100	11,000	140,000	32,000	500	800	55	88	<45
VOCs (8260B)									
1,2,4-Trimethylbenzene	NE	NE	NE	NE	0.28	0.030	0.0027	<0.002	<0.002
Ethylbenzene	1.4	5.1	22	480	0.098	0.0074	0.00069	<0.0010	<0.00099
Isopropylbenzene	NE	NE	NE	NE	0.85	0.030	0.0028	<0.0010	<0.00099
Naphthalene	0.033	3.3	14	350	3.4	0.13	0.018	<0.0020	<0.0020
n-Butylbenzene	NE	NE	NE	NE	4.0	0.052	0.0062	<0.0020	<0.0020
n-Propylbenzene	NE	NE	NE	NE	3.7	0.10	0.0099	<0.0010	<0.00099
Sec-Butylbenzene	NE	NE	NE	NE	1.4	0.023	0.0026	<0.0020	<0.0020
Other VOCs	Varies	Varies	Varies	Varies	ND	ND	ND	ND	ND

NE=Not Established
ND= Non-detected or below laboratory reporting limits
J=Result is less than the laboratory reporting limit, but greater than or equal to the method detection limit and the concentration is an approximate value
Mg/Kg=milligrams per kilogram
TPH =Total Petroleum Hydrocarbons by EPA Method 80156
VOCs =Volatile Organic Compounds by EPA Method 80606
(1) Tier 1 ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for a generic conceptual site model
(2) Residential Land Use ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for Direct Exposure
(3) CommerciaVIndustrial Land Use ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for Direct Exposure
(4) Any Land Use/Any Depth Soil Exposure Construction Wor1<er ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for Direct Exposure

Table IS-6: Summary of Groundwater Analytical Results

			Sample Date	11/13/18	11/13/18
			Sample ID	TSW1-47-50	TSW2-47-50
			Sample Depth (feet)	47	47
Substance	Environmental Screening Levels			Value	Value
		Soil Direct Exposure Human Health Risk Levels			
	Tier 1	Residential Land Use Fine to Coarse Scenario Deep Groundwater	Commercial/Industrial Land use Fine to Coarse Scenario Deep Groundwater		
	Microgram/L	Microgram/L	Microgram/L	Microgram/L	Microgram/L
TPH (8015B)					
Gasoline Range Organics (GRO) (C4-C12)	100	NE	NE	<50	<50
Diesel Range Organics (DRO) (C10-C28)	100	NE	NE	110	83
Motor Oil Range Organics (MORO) (C28-C-40)	50,0000	NE	NE	<97	<100800
VOCs (8260B)					
Tetrachloroethylene	3.0	NE	NE	0.66J	3.5
Chloroform	2.3	NE	NE	<2.0	0.37J
Other VOCs	Varies	Varies	Varies	ND	ND

NE=Not Established
ND= Non-detected or below laboratory reporting limits
J=Result is less than the laboratory reporting limit, but greater than or equal to the method detection limit and the concentration is an approximate value
Mg/Kg=milligrams per kilogram
TPH =Total Petroleum Hydrocarbons by EPA Method 80156
VOCs =Volatile Organic Compounds by EPA Method 80606
(1) Tier 1 ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for a generic conceptual site model
(2) Residential Land Use ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for Direct Exposure
(3) CommerciaVIndustrial Land Use ESLs, established by the Regional Water Quality Control Board, San Francisco Region, February 2016 (rev 3), for Direct Exposure

UNDERGROUND STORAGE TANK DESIGN STANDARDS

New Underground Storage Tanks (USTs) are held to rigorous design standards to minimize the possibility of releasing hazardous materials. There are three basic causes of release, including spills, overfilling, and/or tank corrosion. Each of these causes can be addressed and theoretically prevented by design standards and practices.

Many UST releases occur during the fuel delivery process. These releases are usually the result of human error and can be avoided with the proper application of industry standard practices for tank filling. There are also design features that can offset human error, such as catchment basins (essentially, a bucket sealed around the fill pipe) to contain small spills.

Overfilling can also occur due to mistakes in the fuel delivery process, and large volumes of material can be released at the fill pipe and through loose fittings at the top of the tank or through a loose vent pipe. New USTs are required to include overfill protection devices during installation. These devices include an automatic shutoff, overfill alarms, and ball float valves (a device which restricts the amount of vapor that flows into a vent line during the fueling process).

Unprotected, underground metal components of the UST system can corrode and release hazardous material into the environment. Corrosion can begin as pitting in the metal surface, and as the pitting becomes deeper, holes may develop. In addition to tanks and piping, metal components can include flexible connectors, swing joints, and turbines. All metal UST system components that are in contact with the ground and routinely contain product must be protected from corrosion. All USTs installed after December 22, 1988 must meet one of the following performance standards for corrosion protection:

- Tank and piping completely made of noncorrosive material, such as fiberglass-reinforced plastic
- Tank and piping made of steel having a corrosion-resistant coating AND having cathode protection
- Tank made of steel clad with a thick layer of noncorrosive material (this option does not apply to piping)
- Tank and piping are installed without additional corrosion protection measures provided that a corrosion expert has determined that the site is not corrosive enough to cause a release due to corrosion during its operating life and owner/operators maintain records that demonstrate compliance with this requirement
- Tank and piping construction and corrosion protection are determined by the implementing agency to be designed to prevent the release or threatened release of any stored, regulated substance in a manner that is no less protective of human health and the environment than the options listed above.

UST systems must also be designed, constructed, and installed in accordance with a national code of practice and according to manufacturer's instructions. Furthermore, all regulated tanks and piping must have release detection so that leaks are discovered quickly before contamination spreads from the UST site. Every UST system must include release detection (often also called "leak" detection) that meets three basic requirements:

1. Leaks can be detected from any portion of the tank or its piping that routinely contains petroleum;
2. Leak detection is installed, calibrated, operated, and maintained in accordance with the manufacturer's instructions; and
3. Leak detection meets the performance requirements described in the federal regulations.

Current design standards and regulatory oversight ensure that the potential for soil and groundwater contamination through tank leakage is significantly reduced when compared to older standards. Furthermore, if a release does occur, there are standard site remediation procedures that would be initiated to determine the extent of contamination and to clean up the site.

While some contact with petroleum can be harmful to human health, the presence of this hazardous material is not in and of itself an impact. Only a release great enough to cause off-site contamination that exposes the public to risk (such as the contamination of a drinking water well) would constitute an impact. For situations such as this, significance is determined by the probability that an impact would ever occur at all. This same type of analysis is made for flooding. The regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs should ensure that the probability of a serious release is extremely low. Therefore, impacts due to hazardous materials storage is ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon,

known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Table IS-7 describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Table IS-7: Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.[1]
Methane (CH_4)	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about12 years.[2]
Nitrous Oxide (N_2O)	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.[3]

Sources: 1 EPA 2019

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH4 traps over 25 times more heat per molecule than CO2, and N2O absorbs 298 times more heat per molecule than CO2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO2e), which weight each gas by its global warming potential (GWP). Expressing GHG emissions in CO2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO2 were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms.

Of the total annual human-caused CO2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO2 emissions remains stored in the atmosphere.

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

SOURCES OF GREENHOUSE GAS EMISSIONS

In August 2019, CARB released the 2019 edition of the California GHG inventory covering calendar year 2017 emissions. In 2017, California emitted 424.1 million gross metric tons of CO2e including from imported electricity. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2017, accounting for approximately 41 percent of total GHG emissions in the state. This sector was followed by the industrial sector (24 percent) and the electric power sector (including both in-state and out-of-state sources) (15 percent).

Emissions of CO2 are by-products of fossil fuel combustion. CH4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N2O is also largely attributable to agricultural practices and soil management. Carbon dioxide sinks, or reservoirs, include vegetation and the ocean, which absorb CO2 through sequestration and dissolution (CO2 dissolving into the water), respectively, two of the most common processes for removing carbon dioxide from the atmosphere.

REGULATORY SETTING

STATE

Executive Order S-3-05 Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. While dated, this executive order remains relevant because a more recent California Appellate Court decision, Cleveland National Forest Foundation v. San Diego Association of Governments (November 24, 2014) 231 Cal.App.4th 1056, examined whether it should be viewed as having the equivalent force of a legislative mandate for specific emissions reductions. While the California Supreme Court ruled that the San Diego Association of Governments did not abuse its discretion by declining "to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does

not specify any plan or implementation measures to achieve its goal, the decision also recognized that the goal of a 40 percent reduction in 1990 GHG levels by 2030 is "widely acknowledged" as a "necessary interim target to ensure that California meets its longer-range goal of reducing greenhouse gas emissions 80 percent below 1990 levels by the year 2050.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that these reductions "...shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020. (c) The [Air Resources Board] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020." [California Health and Safety Code, Division 25.5, Part 3, Section 38551]

ASSEMBLY BILL 32 CLIMATE CHANGE SCOPING PLAN AND UPDATES

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons of CO2e emissions, or approximately 21.7 percent from the State's projected 2020 emission level of 545 million metric tons of CO2e under a business-as-usual scenario (this is a reduction of 47 million metric tons of CO2e, or almost 10 percent, from 2008 emissions). In May 2014, CARB released and subsequently adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching AB 32 goals and evaluate progress that has been made between 2000 and 2012. According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020. The update also reports the trends in GHG emissions from various emissions sectors (e.g., transportation, building energy, agriculture).

On January 20, 2017, CARB released its proposed 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update), which lays out the framework for achieving the 2030 reductions as established in more recent legislation (discussed below). The proposed 2017 Scoping Plan Update identifies the GHG reductions needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030.

The proposed update also identifies how GHGs associated with proposed projects could be evaluated under CEQA. Specifically, it states that achieving "no net increase" in GHG emissions is the correct overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to no net increase and that this may not necessarily imply a

substantial contribution to the cumulatively significant environmental impact of climate change.

EXECUTIVE ORDER B-30-15

On April 20, 2015 Governor Brown signed Executive Order B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's executive order aligns California's GHG reduction targets with those of leading international governments such as the 28- nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

SENATE BILL 32 AND ASSEMBLY BILL 197 OF 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

SENATE BILL X1-2 OF 2011 AND SENATE BILL 350 OF 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed by Governor Brown, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

REGIONAL

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

In October of 2011 Sacramento County approved the Climate Action Plan Strategy and Framework document (CAP), which is the first phase of developing a community-level Climate Action Plan. The CAP provides a framework and overall policy strategy for reducing greenhouse gas emissions and managing our resources in order to comply with AB 32. It also highlights actions already taken to become more efficient, and targets future mitigation and adaptation strategies. The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT (SMAQMD)

The SMAQMD has primary responsibility for developing and implementing rules and regulations to maintain the national ambient air quality standards and attain the California ambient air quality standards, permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations for all projects in the Sacramento Valley Air Basin. The AB 32 Scoping Plan does not specify an explicit role for local air districts with respect to implementing AB 32, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also via their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy 2016 (MTP/SCS) is the latest update of a long-range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and thus establishes an overall GHG target for the region beyond 2020 applicable to these subsectors of the transportation sector. SACOG was tasked by CARB to achieve a 9 percent per capita reduction compared to 2012 vehicle emissions by 2020, and a 16 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its MTP/SCS (CARB 2013).

THRESHOLDS OF SIGNIFICANCE

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for proposed development-level analysis.

Table IS-8: Sacramento Metropolitan Air Quality Management District Threshold of Significance for Greenhouse Gases

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas as CO_2e	1,100 metric tons per year	1,100 metric tons per year
Stationary Source Only		
	Construction Phase	Operational Phase
Greenhouse Gas as CO_2e	1,100 metric tons per year	10,000 metric tons per year

Thresholds applicable to construction activities have not been developed by the County of Sacramento. Therefore, this analysis will rely on the SMAQMD's construction-related numeric bright-line mass emission threshold of 1,100 metric tons of CO2e annually (SMAQMD is the air pollution officer for the Project region).

In order to assess post-2020 impacts, the development is compared to SACOG's MTP/SCS. As previously stated, SACOG's 2016 MTP/SCS is a long-range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and thus establishes an overall GHG target for the region beyond 2020 applicable to these subsectors of the transportation sector. SACOG was tasked by CARB to achieve a 9 percent per capita reduction compared to 2012 vehicle emissions by 2020, and a 16 percent per capita reduction by 2035, which CARB confirmed the region would achieve by implementing its MTP/SCS (CARB 2013). While this target cannot be directly translated to an overall threshold given that it is geared specifically toward GHG emissions from only a subsector of GHG sources (i.e., the transportation emissions sector), the proposed Project will generate vehicle trips, and as shown in Table IS-10, GHG emissions resulting from the Project is the most potent source of emissions. Therefore, comparing the proposed Project to the MTP/SCS is an appropriate indicator describing whether the development would inhibit achievement of the post-2020 GHG reduction goals promulgated by the state. The development would be considered to result in a significant impact if it is shown to be inconsistent with SACOG's 2016 MTP/SCS.

METHODOLOGY

Environmental Service calculated the resultant GHG emissions of the Project using the CalEEMod, version 2016.3.2, computer program (Appendix A). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model is the most current emissions model approved for use in California by the SMAQMD.

SITE SPECIFIC ANALYSIS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

GHG emissions associated with the Project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. Table IS-9 illustrates the specific construction-generated GHG emissions that would result from construction of the Project.

Table IS-9: Construction-Related Greenhouse Gas Emissions (Metric Tons per Year)

Emissions Source	CO2e
Year One	53
Year Two	18
SMAQMD Construction Threshold	1,100
Exceeds Threshold?	**No**

Source: CalEEMod version 2016.3.2. See Appendix A for emission model outputs.

As shown in Table IS-9, Project construction would result in the generation of approximately 71 metric tons of CO2e during construction. Once construction is complete, the generation of these GHG emissions would cease. Annual construction emissions generated by the development would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO2e.

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use. Table IS-10 summarizes all the direct and indirect annual GHG emissions level associated with the Project.

Table IS-10: Operational-Related Greenhouse Gas Emissions (Metric Tons per Year)

Emissions Source	CO_2e
Area Source (landscaping, hearth)	0.0
Energy	10.36
Mobile	768.98
Waste	0.0
Water	0.21
Total	**779.56**

Source: CalEEMod version 2016.3.2. See Appendix A for emission model outputs.

As shown in Table IS-10, the Project would produce 779.56 metric tons of CO2e annually, primarily from motor vehicles that travel to and from the site.

PROJECT GHG EMISSIONS CONSISTENCY WITH THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY 2035 (MTP/SCS)

SACOG's MTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks. As shown in Table IS-10, GHG emissions resulting from Project-related transportation sources is the most potent source of emissions, and therefore comparison to the MTP/SCS is an appropriate indicator of whether the Project is consistent with the MTP/SCS. Since the development site is classified as a "Established Community" in the MTP/SCS, it is included in an area where urban development already exists Therefore, the development is consistent with the MTP/SCS and it can be assumed that regional mobile emissions will decrease in line with the goals of the MTP/SCS with implementation of the development. While the Project would generate GHG emissions, implementing SACOG's MTP/SCS will greatly reduce the regional GHG emissions from transportation, and the development will not obstruct the achievement of the MTP/SCS emission reduction targets. Since the development is consistent with SACOG's 2016 MTP/SCS, the development would not result in an increase in the severity of operational GHG emission-related impacts. Impacts are ***less than significant***.

ENVIRONMENTAL MITIGATION MEASURES

MITIGATION MEASURE A: POST GROUND DISTURBANCE SITE VISIT

A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the applicant shall notify the United Auburn Indian Community (UAIC). A tribal representative from UAIC shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of excavation for the underground fuel tanks. During this inspection, a site meeting of construction personnel shall also be held in order to afford the tribal representative the opportunity to provide tribal cultural resources awareness information.

MITIGATION MEASURE B: CULTURAL RESOURCES UNANTICIPATED DISCOVERY

In the event that human remains are discovered in any location other than a dedicated cemetery, work shall be halted and the County Coroner contacted. For all other unexpected cultural resources discovered during project construction, work shall be halted until a qualified archaeologist may evaluate the resource encountered.

1. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Office of Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.

2. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

    a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in

origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

b. If a potentially-eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review Division staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

MITIGATION MEASURE C: CONTAMINATION CONTINGENCY PLAN

Prior to the start of construction, the project proponent shall develop a contingency plan in the form of a Media Management Plan (MMP), in the event that construction activities uncover unforeseen soil or groundwater contamination, or USTs that may hinder the progress of the project. This plan should include steps to contain any contamination, consultation with regulatory agencies and a work plan to evaluate and characterize any contamination.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Office of Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $2,600. This fee includes administrative costs of $900.00.

2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

INITIAL STUDY CHECKLIST

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

1 Potentially Significant indicates there is substantial evidence that an effect MAY be significant. If there are one or more "Potentially Significant" entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is actually less than significant or less than significant with mitigation.

2 Less than Significant with Mitigation applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.

3 Less than Significant or No Impact indicates that either a project will have an impact but the impact is considered minor or that a project does not impact the particular resource.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. **LAND USE** - Would the project:					
a. 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 project is consistent with environmental policies of the Sacramento County General Plan, South Sacramento Community Plan, and Sacramento County Zoning Code.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community.
2. **POPULATION/HOUSING** - Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The project will neither directly nor indirectly induce substantial unplanned population growth; the proposal is consistent with existing land use designations.
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:					
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..

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		Construction will not substantially degrade the visual character or quality of the project site.
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.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
6. **PUBLIC SERVICES** - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider has adequate capacity to serve the water needs of the proposed project.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services..
7. **TRANSPORTATION/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 will result in minor increases in vehicle trips, but this increase will not cause, either individually or cumulatively, a level of service standard established by the County to be exceeded.
b. Result in a substantial adverse impact to access and/or circulation?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
8. **AIR QUALITY** - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant. The California Emissions Estimator Model (CalEEMod) was used to analyze ozone precursor emissions; the project will not result in emissions that exceed standards.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project could result in occasional or periodic odors. Refer to the Initial Study.
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.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).
10. **HYDROLOGY AND WATER QUALITY** - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not rely on groundwater supplies and will not substantially interfere with groundwater recharge.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
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 that would impede or redirect flood flows within a 100-year floodplain?				X	The project site is not within a 100-year floodplain..
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		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.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		No sensitive natural communities occur 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.
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	No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). The project site is disturbed and does not contain any natural 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		The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.
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		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was received. Refer to the Cultural Resources discussion in the Environmental Effects section above.
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 involves the use of hazardous materials on the site (i.e., fueling operations). However, compliance with local, state and federal standards regarding the construction and maintenance of the operation will provide adequate protection from upset conditions.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	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 is located on the site of a former fueling operation. See the Hazardous Materials discussion of the Environmental Effects section. The project involves the storage of hazardous materials on the site (i.e., underground storage tanks). However, compliance with local, state and federal standards regarding the construction and maintenance of these tanks will provide adequate protection from upset conditions.
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.
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.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.
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 California Emissions Estimator Model (CalEEMod) was used to estimate the greenhouse gas emissions associated with the project. Based on the results, the established County threshold of 7.87 annual metric tons of CO2e for the commercial/industrial sector of the proposed project will not be exceeded.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Commercial/Office	X		
Community Plan	Shopping Center (SC)	X		
Land Use Zone	Shopping Center (SC)	X		

INITIAL STUDY PREPARERS

Environmental Coordinator: Tim Hawkins
Section Manager: Chris Pahule
Project Leader: Kimber Gutierrez
Initial Review: Julie Newton
Office Manager: Belinda Wekesa Batts
Administrative Support: Justin Maulit