



Mitigated Negative Declaration

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

1. **Control Number:** PLNP2019-00296

2. **Title and Short Description of Project: South Sacramento Properties Boat, Recreational Vehicle and Commercial Storage**

A **Development Plan Review** to allow an approximately 6,800-square-foot shop/office and the storage of operable boats, RVs, and commercial vehicles on approximately 12.9 acres in the Light Industrial (M-1) zoning district and South Sacramento Industrial Neighborhood Preservation Area (NPA).

A **Special Development Permit** to allow:

A reduction in the required 75-foot setback from abutting residential zones to the south (proposed 50-foot setback) of the subject parcel; and

Uncovered storage proposed outside the buildable portion of the subject parcel, specifically within the required yard areas abutting residential zones to the south and west of the subject parcel.

An increase in the maximum 10-foot distance between required fencing and proposed trees in the required landscape planter to the west (proposed approximately 16 feet) and to the south (proposed approximately 30 feet).

A **Design Review** to comply with the *Sacramento County Countywide Design Guidelines* (Countywide Design Guidelines).

The project proposes storage of operable boats, recreational vehicles and vehicles on the entire 12.9-acre property. In addition, an approximately 6,800 square-foot shop/office is proposed on the northeast corner facing Wilbur Way. The shop includes a service area of approximately 4,648 square feet, consisting of three (3) vehicle service bays for minor service to vehicles being stored on site. The office is approximately 1,039 square feet. The west side of the property (adjacent to residential) will be reserved for boat and RV parking which accounts for 60% of the total area of the property. The portion of the property facing Wilbur Way (adjacent to industrial) will be utilized for long-term truck parking. According to the submitted Site Plan, the site is proposing 301 (10.5' x 60') truck parking spaces, 6 (9'x20') car parking spaces and one (1) van accessible parking space.

3. **Assessor's Parcel Number:** 115-0031-038

4. **Location of Project:** The project site is located at the northwest corner of the intersection of Wilbur Way and Elsie Avenue, in the South Sacramento Industrial Neighborhood Preservation Area (NPA).

5. **Project Applicant:** South Sac Properties, LLC

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

a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.

c. It will not have impacts, which are individually limited, but cumulatively considerable.

d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

[Original Signature on File]

Todd Smith

Interim Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
OFFICE OF PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2019-00296

NAME: South Sacramento Properties Boat, Recreational Vehicle and Commercial Storage

LOCATION: The project site is located at the northwest corner of the intersection of Wilbur Way and Elsie Avenue, in the South Sacramento Industrial Neighborhood Preservation Area (NPA).

ASSESSOR'S PARCEL NUMBER: 115-0031-038

OWNER/APPLICANT:

South Sac Properties, LLC
10232 Pedra Do Sol Way
Elk Grove, CA 95757
Attn: Sabi Singh

ENGINEER/CONSULTANT:

T. Wayne Bogart
TMW & Associates
1725 Sanguinetti Lane, Suite A
Stockton, CA 95205

PROJECT DESCRIPTION

1. A **Development Plan Review** to allow an approximately 6,800-square-foot shop/office and the storage of operable boats, RVs, and commercial vehicles on approximately 12.9 acres in the Light Industrial (M-1) zoning district and South Sacramento Industrial Neighborhood Preservation Area (NPA).
2. A **Special Development Permit** to allow:
 - A reduction in the required 75-foot setback from abutting residential zones to the south (proposed 50-foot setback) of the subject parcel; and

- Uncovered storage proposed outside the buildable portion of the subject parcel, specifically within the required yard areas abutting residential zones to the south and west of the subject parcel.
- An increase in the maximum 10-foot distance between required fencing and proposed trees in the required landscape planter to the west (proposed approximately 16 feet) and to the south (proposed approximately 30 feet).

3. A **Design Review** to comply with the *Sacramento County Countywide Design Guidelines* (Countywide Design Guidelines).

The project proposes storage of operable boats, recreational vehicles and vehicles on the entire 12.9-acre property. In addition, an approximately 6,800 square-foot shop/office is proposed on the northeast corner facing Wilbur Way. The shop includes a service area of approximately 4,648 square feet, consisting of three (3) vehicle service bays for minor service to vehicles being stored on site. The office is approximately 1,039 square feet. The west side of the property (adjacent to residential) will be reserved for boat and RV parking which accounts for 60% of the total area of the property. The portion of the property facing Wilbur Way (adjacent to industrial) will be utilized for long-term truck parking. According to the submitted Site Plan, the site is proposing 301 (10.5' x 60') truck parking spaces, 6 (9'x20') car parking spaces and one (1) van accessible parking space (Plate IS-3).

ENVIRONMENTAL SETTING

The 13± acre property is located at the northwest corner of the intersection of Elsie Avenue and Wilbur Way (115-0031-038), in the South Sacramento community (Plate IS-1). The surrounding neighborhood is an urban environment, consisting of light manufacturing and residential subdivisions located in southern Sacramento County. The parcel is disturbed but undeveloped and is located on the western side of Wilbur Way, a two lane local street.

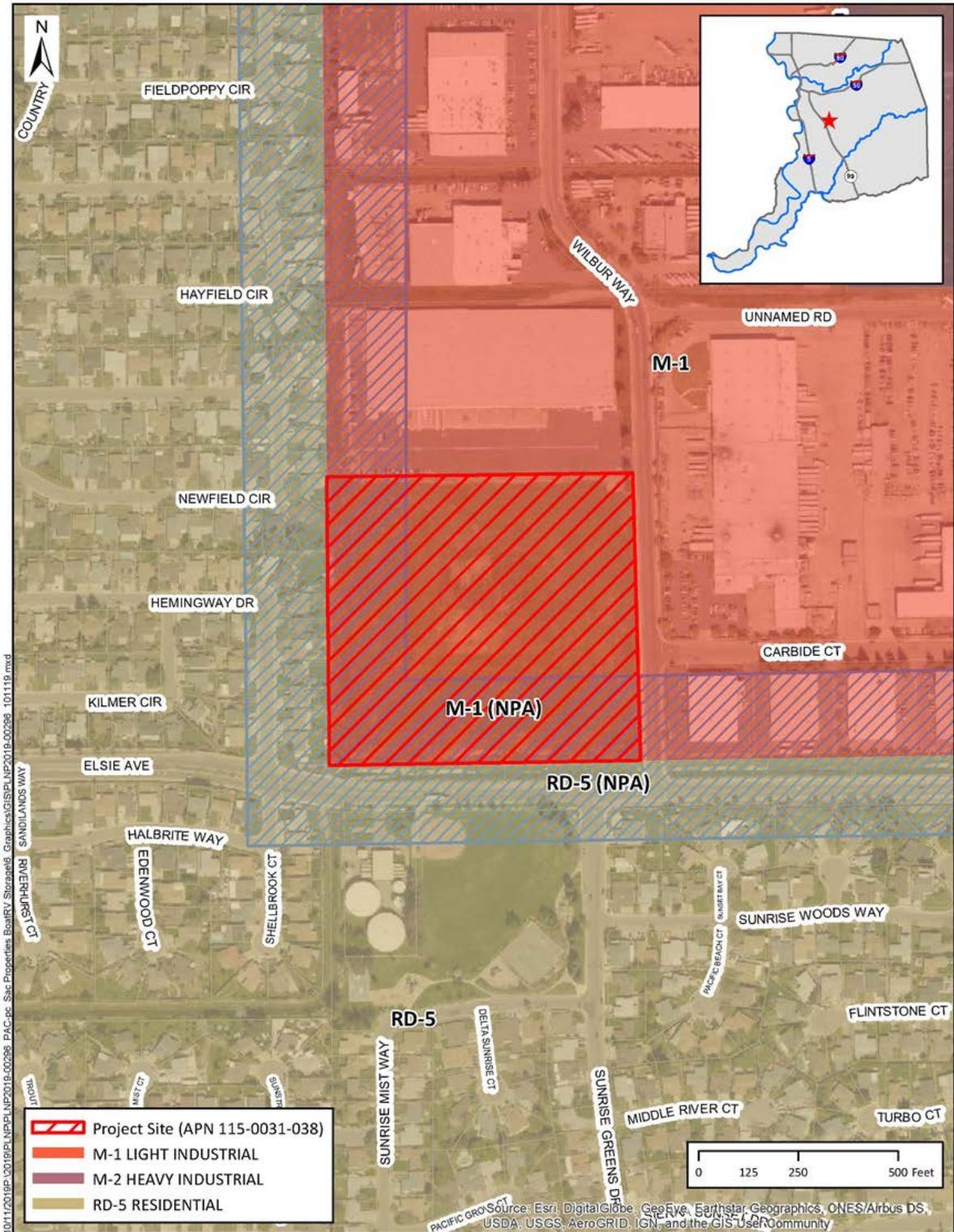
Along the southern boundary of the project site, adjacent to Elsie Avenue is a drainage channel that is part of the Union House Creek watershed. The channel has intermittent flows and serves as a drainage feature. The property lies within the Lower Sacramento River watershed at approximately 19 to 30 feet in elevation above mean sea level.

Vegetation on the property consists of annual grassland dominated by non-native grasses such as soft chess (*Bromus hordeaceus*), ripgut brome (*B. diandrus*), wild oat (*Avena barbata*) and annual barley (*Hordeum leporinum*) together with plants characteristic of disturbed habitats such as yellow star-thistle (*Centaurea solstitialis*), chicory (*Cichorium intybus*), bristly ox-tounge (*Helminthotheca echioides*), prickly lettuce (*Lactuca serriola*) sow-thistle (*Sonchus oleraceus*) and bindweed (*Convolvulus arvensis*).

PLATE IS-1: VICINITY MAP



PLATE IS-2: ZONING MAP



Surrounding land use consists of Residential (RD-5) and Light Industrial (M-1). The residential properties are located to the south and west. The industrial properties are located to the north and east (Plate IS-2).

ENVIRONMENTAL EFFECTS

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

LAND USE

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

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

As proposed, the Development Plan Review, Special Development Permit and Design Review will allow construction of an approximately 6,800 square foot shop/office, 301 truck parking spaces, 6 car parking spaces and 1 van accessible parking spaces for the storage of operable vehicles (Plate IS-3). The project is subject to the policies of the Sacramento County General Plan, South Sacramento Industrial Neighborhood Preservation Area (NPA) and the Sacramento County Zoning Code. The site is designated for Intensive Industrial uses by the Sacramento County General Plan, Industrial Office Park (MP) by the South Sacramento Community Plan and is within the M-1 land use zone as designated by the Sacramento County Zoning Maps. In addition, the property is located within the South Sacramento Industrial Neighborhood Preservation Area (NPA). According to the Land Use Element of the Sacramento County General Plan:

The Intensive Industrial designation provides for manufacturing and related activities including research, processing, warehousing, and supporting commercial uses, the intensive nature of which require urban services. Industrial Intensive areas are located within the urban portion of the county and receive an urban level of public infrastructure and services. Floor Area Ratios range from 0.15 to 0.80.

PLATE IS-3: SITE PLAN

SHEET A-100 NOTES

#	Description
1	IMPROVE NON-IMPERVIOUS SURFACE DISTANCE FROM STREET. SEE DETAIL 4A-002.
2	IMPROVE UNAUTHORIZED ENTRY SIGN. SEE DETAIL 4A-002.
3	STORAGE REQUIREMENTS FOR PROPOSED TRUCKS PER CITY OF SACRAMENTO. PROVIDE AIR INTAKE AS A REAR-OR-LEFT ENTRY OR OTHER LAKE OR REGULATIONS, OR AS ENFORCED BY COMMUNITY INSULATION POLICIES OF ANY CITY, COUNTY OR NEVER ARE MORE THAN 10 FEET FROM THE STREET.
4	AS A PART OF TRAVEL TO PUBLIC WAY, SIGN CLEVERLY OR SIGNALS NOT TO EXCEED 5% GRADE. SEE DETAIL 4A-002.
5	IF THE DRIVEWAY IS 20 FEET OR MORE FROM THE PUBLIC WAY, THE DRIVEWAY SHALL BE 10 FEET WIDE.
6	IF THE DRIVEWAY IS 20 FEET OR MORE FROM THE PUBLIC WAY, THE DRIVEWAY SHALL BE 10 FEET WIDE.
7	IF THE DRIVEWAY IS 20 FEET OR MORE FROM THE PUBLIC WAY, THE DRIVEWAY SHALL BE 10 FEET WIDE.
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PROPERTY INFORMATION

APN: 12345678
 TRUCK PARKING SPACES: 20 (10/15/20)
 CAR PARKING SPACES: 4 (10/15/20)
 VAN ACCESSIBLE PARKING SPACE: 1

SITE AREA: 100,000 SQ FT (2.25 ACRES)

WATER: AMERICAN WATER
 SEWER: SACRAMENTO UTILITIES
 POWER: PG&E AND SCLG
 PHONE: SBCOM (SACRAMENTO) B.F. VILLINE FRONTIER
 CABLE: COMCAST
 SCHOOL: DR. MCT. S.K. GROVE UNITED SCHOOL DISTRICT
 FIRE: DISTRICT 1 SACRAMENTO METRO FIRE

B ENLARGED OFFICE PARKING
 A-100 1" = 30'-0"

A PROPOSED SITE PLAN
 A-100 1" = 40'-0"

The site plan shows a rectangular property bounded by Elsie Avenue to the south, Millbur Way to the east, and Carbide Ct to the southeast. A proposed building, labeled 'PROPOSED 6,000 SF BUILDING', is situated in the upper right corner. The site is divided into several sections, including a large central parking area with individual parking spaces marked, and a smaller parking area near the building. The plan includes various site details such as 'ASPHALT' paving, 'CONCRETE' foundations, and 'LANDSCAPE' areas. The property line is clearly marked, and the plan includes a north arrow and a scale of 1" = 40'-0".

The Light Industrial (M-1) zoning designation provides for development of industrial uses that include fabrication, manufacturing, assembly, or processing of materials. The subject property is located within the South Sacramento Industrial Neighborhood Preservation Area (NPA). The Neighborhood Preservation Area provides for the continued and future industrial uses of the properties, while protecting and preserving the existing and planned residential neighborhoods on abutting properties from adverse impacts of nearby industrial uses. The NPA requires a Development Plan Review to the Planning Commission for the development of the property. The Planning Commission shall not approve development plans under provisions of this section unless it first finds that the proposed development will not create adverse noise, vibration, visual, air quality, health or safety impacts. The applicant has applied for a Special Development Permit to deviate from the 75-foot setback from abutting residentially zoned properties to the south (proposed 50-foot setback) as specified in the Neighborhood Preservation Area (NPA). In addition, a Design Review is required for the new 6,800 square foot office/shop building.

The proposed project is consistent with the Sacramento County General Plan, South Sacramento Community Plan, and the Sacramento County Zoning Code for permitted uses. The project is consistent with the South Sacramento Industrial Neighborhood Preservation Area (NPA) based on the site design the applicant has proposed to prevent adverse effects to the residential properties located to the west and south.

The proposed project is not expected to significantly alter current land uses in the area or create a use that is incompatible with current designations. Additionally the project does not appear to conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect nor does the project divide an established community. Land use related environmental impacts associated with this project are considered ***less than significant***.

AESTHETICS

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

- If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- 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?

CONSISTENCY WITH ADOPTED REGULATIONS FOR SCENIC QUALITY

NEIGHBORHOOD PRESERVATION AREA (NPA) CONSISTENCY

The project is subject to the regulations of the South Sacramento Industrial NPA (530-80):

The intent of the South Sacramento Industrial NPA is to provide for the continued and future industrial uses of the properties, while protecting and preserving the existing and planned residential neighborhoods (530-80). The NPA includes the following development standards (530-83) that pertain to the proposed South Sacramento Properties Boat, RV and Commercial Storage project:

1. Industrial setback adjacent to residential zone. When abutting any residential or agricultural-residential land use zone, the abutting yard shall be at least 75 feet in width. The common boundary between said residential land use zone and the industrial land use zone to which this Ordinance applies shall be demarcated by an eight (8) foot high solid barrier wall constructed of wood, rock, brick or other masonry material. The required 75-foot setback shall be fully landscaped and shall include a combination of trees and shrubs designed to screen industrial uses from the view of abutting residential uses. Trees capable of reaching a height of at least 30 feet at maturity shall be planted at least every 30 feet on-center along the required barrier wall.

The proposed project meets the 75-foot setback along the western property line adjacent to the single-family residences. The applicant has applied for a Special Development Permit to deviate from the 75-foot setback to the RD-5 zoned property to the south. However, the property to the south is a drainage canal that runs along Elsie Avenue. An 8-foot high masonry wall is proposed along the western property line adjacent to the single-family residences. The fencing along the southern property line adjacent to Elsie Avenue will be a masonry and composite fence approximately 8-feet high (Plate IS-3).

A double row of 15-gallon trees, planted every 30-feet on-center are proposed along the western and southern property lines (Plate IS-4). The following trees are proposed: Coast Redwood, Mexican Weeping Pine, Coast Live Oak and Holly Oak.

2. Excluding driveways, all front and side street yard setbacks shall include a minimum four (4) foot wide landscaping planter abutting the public and private street rights-of-way. At least one tree shall be provided per fifty (50) feet of frontage on public and private streets.

Along Wilbur Way (front yard), 25-foot wide landscape planter with trees planted 30-feet on center is proposed. Along Elsie Avenue (side street yard), a 50-foot wide planter is proposed with trees planted 30-feet on center (Plate IS-4).

3. Development standards for uncovered storage shall include the following:

- a. Storage areas shall be enclosed by a minimum six (6) foot high solid wood, rock, brick, or other masonry fence, except that storage areas which are located in an interior portion of the lot (not visible from the street) may be fenced with a chain-link fence.
- b. Stored materials shall not be stacked in such a manner that it extends the height of the required fence.

The applicant is proposing an 8-foot high masonry and composite fence along the Wilbur Way and Elsie Avenue street frontages. An 8-foot high block wall is proposed along the western property line adjacent to the existing single-family residences (Plate IS-3).

LIGHTING

ZONING CODE CONSISTENCY

This project is subject to the regulations of the Sacramento County Zoning Code Section 5.9.4.G.:

1. Pursuant to Section 5.9.4.G. of the Zoning Code, the requirements for parking area lighting within proposed parking lots includes:
 1. Lighting shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed downward and away from adjoining properties and public right-of-way, so that no light fixture directly illuminates an area outside of the site, and the light source is not visible from residential properties.
 2. The minimum lighting level shall be one (1) foot-candle of maintained illumination on the parking surface during the hours of use between one-half (1/2) hour before dusk and one-half (1/2) hour after dawn.
 3. According to Figure 5-15 (shielding provisions for outdoor lighting) in the Zoning Code, light poles are limited to 18-feet in height when located on non-residential property abutting residential property. However, the light poles not abutting residential property have a height limit of 24-feet.

Adjacent residential uses are considered to be light-sensitive because they are typically occupied during the evening hours. Artificial light sources can be potentially invasive and interfere with residential privacy by intruding into an individual's living environment, disrupting evening views and potentially changing neighborhood character.

Artificial light impacts are of two types: (1) aesthetics and (2) exposure. Light aesthetics refers to the viewer's general aesthetic perception of light sources and their environment and focuses on the visual changes, which take place as seen by an individual. Light exposure refers to the quantity of light or light intensity, emitted by light sources and received by an individual. Light aesthetics and light exposure are each evaluated using different criteria, as described later in this Section.

Light aesthetics are evaluated based on the following criteria:

- Proximity to light sources (i.e., a lit area within close proximity to a certain location would have a greater impact upon that location than a lit area further away); and
- Changes in large areas from unlit to lit conditions.

Glare is a lighting condition that causes an observer to experience visual discomfort as a result of high brightness. Lighting may also result in nighttime glare.

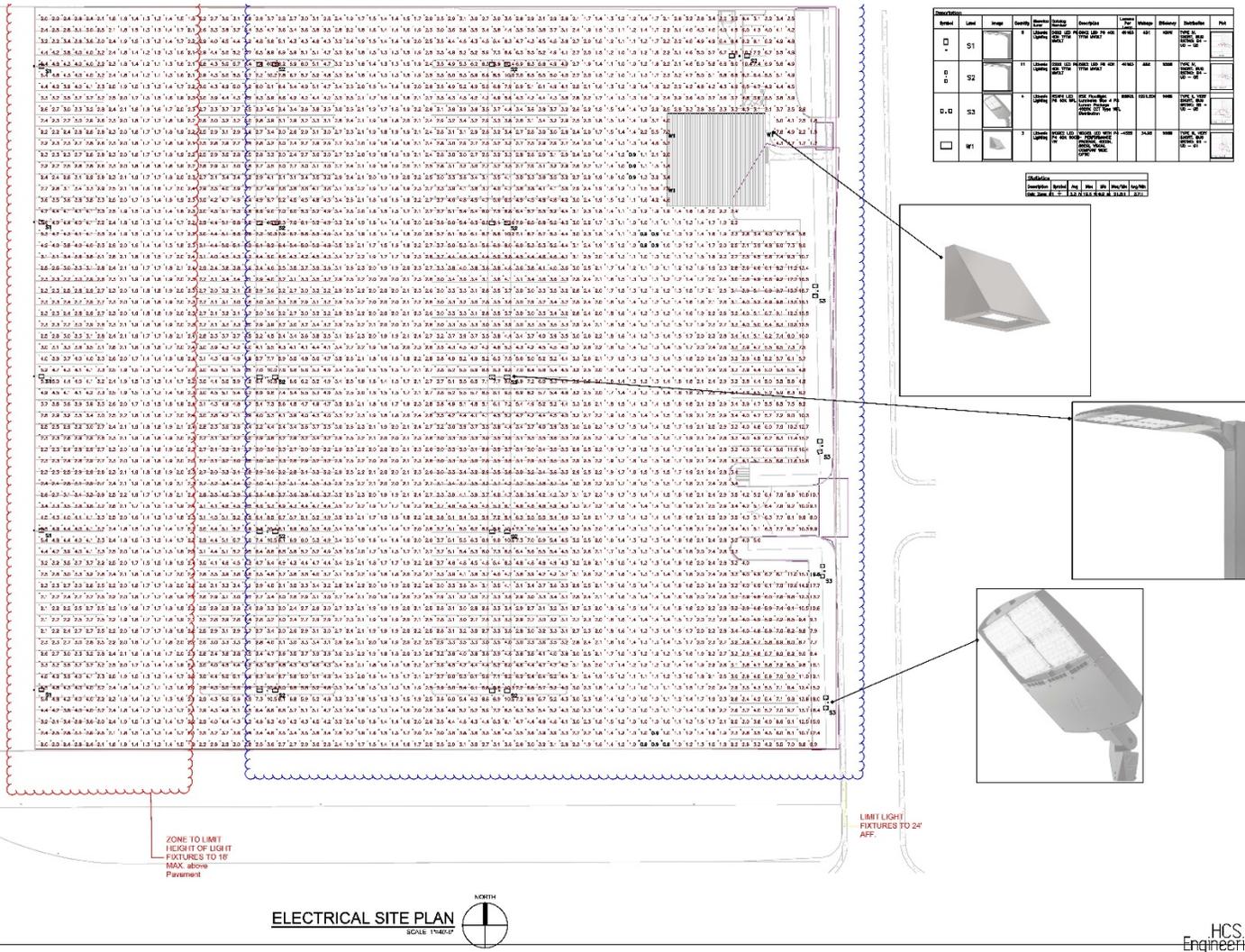
The area of the parking lot typically determines the height of the light poles. In densely populated areas, shorter light poles will ensure that glare does not become an issue, but more light poles are required in order to offer adequate coverage. However, taller and fewer light poles can achieve the same uniformity without the concern of glare due to less public interaction.

According to Figure 5-15 (shielding provisions for outdoor lighting) in the Sacramento County Zoning Code, light poles are limited to 18-feet in height when located on non-residential property abutting residential property. However, the light poles not abutting residential property have a height limit of 24-feet. Due to the size of the subject property, the applicant has proposed to divide the property into two sections. The closest light poles to the single-family residences will have a maximum height of 18-feet. The remainder of the proposed light poles will be a maximum of 24-feet high as this portion of the property does not back up to single-family residences.

Ten (10) single-family homes back up to the western property line and five (5) single light standards with a maximum height of 18-feet are proposed on the subject property (outside of the 75-foot setback) (Plate IS-5). Due to the large size of the property, the applicant has proposed two zones on the photometric plan. Within the western 185-foot of development, light standards will remain at 18-feet in height. The applicant is proposing light standards of approximately 24-feet tall for the remainder of the parking area.

According to Section 5.4.2.B. of the Sacramento County Zoning Code, single-family residences in the Residential (RD-5) Zone are required to maintain a minimum 25-foot rear yard setback for lot depths greater than 125 feet. Average rear yard setback for the single-family residences is 45-feet. The western 75-feet of the proposed project will not be developed in compliance with Section 530-83 of the Neighborhood Preservation Area (NPA). Therefore, the average distance from the single-family homes to the proposed light standards on the subject property is 120-feet. In addition, an 8-foot high

PLATE IS-5: PHOTOMETRIC PLAN



masonry wall and a double row of 15-gallon trees is proposed along the western property line (Plate IS-4). Single-family residences to the west maintain an increased setback from the proposed project. The 8-foot high masonry wall and 75-foot buffer with landscaping will visually and audibly buffer the parking lot from the adjacent residential neighborhood. Compliance with Zoning Code Section 5.9.4.G. will ensure the impact of light and glare to the surrounding residential homes and impacts are **less than significant**.

TRANSPORTATION/TRAFFIC

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

- Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?

REGULATORY BACKGROUND

The passage of Senate Bill 743 (SB 743) in the fall of 2013 led to a change in the way that transportation impacts are measured under CEQA. Starting on July 1, 2020, automobile delay and LOS may no longer be used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, an alternative metric that supports the goals of the SB 743 legislation is required. Although there is no requirement to use any particular metric, the use of vehicle miles traveled (VMT) has been recommended by the Governor's Office of Planning and Research (OPR). This requirement does not modify the discretion lead agencies have to develop their own methodologies or guidelines, or to analyze impacts to other components of the transportation system, such as walking, bicycling, transit, and safety.

METHODOLOGY

Sacramento County has updated the Transportation Analysis Guidelines (Guidelines) as of July 1, 2020 to incorporate methodologies for analyzing impacts related to VMT for Sacramento County projects. Table IS-1, Screening Criteria for CEQA Transportation Analysis for Development Projects presents the screening criteria for projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, and/or location. Under the Guidelines, a mixed use project simply means a project comprised of multiple land use types. Each component of a mixed use project should be evaluated independently, based on the applicable significance threshold. If a component of a mixed-use project meets these screening criteria, then that component would be screened from CEQA transportation analysis.

Table IS-1: Screening Criteria for CEQA Transportation Analysis for Development Projects

Type	Screening Criteria
Small Projects	Projects generating less than 237 average daily traffic (ADT)
Local Serving Retail ¹	<ul style="list-style-type: none"> • 100,000 square feet of total gross floor area or less; OR if supported by a market study with a capture area of 3 miles or less; AND • Local Serving: Project does not have regional-serving characteristics
Local-Serving Public Facilities/Services	<ul style="list-style-type: none"> • Transit centers • Day care center • Public K-12 schools • Neighborhood park (developed or undeveloped) • Community center • Post offices • Police and fire facilities • Branch libraries • Government offices (primarily serving customers in-person) • Utility, communications, and similar facilities • Water sanitation, waste management, and similar facilities
Projects Near Transit Stations	<ul style="list-style-type: none"> • High-Quality Transit: Located within ½ a mile of an existing major transit stop² or an existing stop along a high-quality transit corridor³; AND • Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; AND • Parking: Provides no more than the minimum number of parking spaces required⁴; AND • Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; AND • Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; AND • Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects	<ul style="list-style-type: none"> • Affordability: Screening criteria only apply to the restricted affordable units; AND • Restrictions: Units must be deed-restricted for a minimum of 55 years; AND • Parking: Provides no more than the minimum number of parking spaces required⁴; AND • Transit Access: Project has access to transit within a ½ mile walking distance; AND • Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.
<p>1 See Transportation Analysis Guidelines Appendix A for land use types considered to be retail.</p> <p>2 Defined in the Pub. Resources Code § 21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the</p>	

intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods”).

3 Defined in the Pub. Resources Code § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours”).

4 Sacramento County Zoning Code Chapter 5: Development Standards

PROJECT IMPACTS

Traffic is estimated at 15-20 trucks entering and leaving the site daily. Utilizing the screening criteria above, the proposed project is considered a regional serving project, and will generate less than 237 average daily traffic (ADT). Therefore, the project is too small to have any appreciable impact on VMT generation and is screened out from analysis. The approach to developing minimum project size for analysis is based on guidance received from the Sacramento Area Council of Governments (SACOG), considering CEQA exemptions for small projects and information on VMT generation for the SACOG region from the 2012 California Household Travel Survey (CHTS). Traffic impacts of the proposed project 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.
- Expose sensitive receptors to pollutant concentrations in excess of standards.

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB’s frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-2). Moreover, SMAQMD has established significance thresholds to determine if a proposed project’s emission contribution significantly contributes to regional air quality impacts (Table IS-3).

Table IS-2: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment Classification = Serious (1 hour Standard ¹)	Non-Attainment, Classification = Severe -15* (1 hour ² and 8 hour ³ Standards)
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Unclassified/Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide ⁴	Attainment (1 hour and 24 hour Standards)	Attainment (1 hour)
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard

1. Per Health and Safety Code (HSC) § 40921.59(c), the classification is based on 1989-1001 data, and therefore does not change.

2. Air Quality meets Federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. The SMAQMD attained the standard in 2009. SMAQMD has requested EPA recognize attainment to fulfill the requirements.

3. For both that 1997 and the 2008 Standard.

4. Cannot be classified

*Federal designations based on information from <http://www.gpo.gov/fdsys/pkg/CFR-2010-title40-vol17/pdf/CFR-2010-title40-vol17-sec81-305.pdf>

*California Area Designations based on information from <http://www.arb.ca.gov/desig/changes.htm#reports>

Source: SMAQMD. "Air Quality Standards Attainment Status". *Air Quality Data*. Accessed: May 18, 2020. <http://www.airquality.org/air-quality-health/air-quality-pollutants-and-standards>

Table IS-3: SMAQMD Significance Thresholds

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

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

PARTICULATE MATTER AND OZONE PRECURSOR (NO_x) EMISSIONS

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

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

Some PM₁₀ and PM_{2.5} emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control. These institutional measures include the SMAQMD “District Rule 403-Fugitive Dust” and measures in the Sacramento County Code relating to land grading and erosion control [Title 16, Chapter 16.44, Section 16.44.090(K)].

The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that are required on all projects, regardless of size. Dust abatement practices are required pursuant to SMAQMD Rule 403 and California Code of Regulations, Title 13, sections 2449(d)(3) and 2485; the SMAQMD Guide simply lays out the basic practices needed to comply.

DISCUSSION OF PROJECT IMPACTS - CONSTRUCTION

The project screens out using SMAQMD’s screening criteria and implementation of the Basic Emissions Control Practices. Impacts related to construction-related emissions are considered ***less than significant***.

OPERATIONAL EMISSIONS/LONG-TERM IMPACTS

Once a project is completed, additional pollutants are emitted through the use, or operation, of the site. Land use development projects typically involve the following sources of emissions: motor vehicle trips generated by the land use; fuel combustion from landscape maintenance equipment; natural gas combustion emissions used for space and water heating; evaporative emissions of ROG associated with the use of consumer products; and, evaporative emissions of ROG resulting from the application of architectural coatings.

DISCUSSION OF PROJECT IMPACTS

CalEEMod was used to estimate operational estimates for the project. The CalEEMod operational estimates are shown in Table IS-4.

Table IS-4: CalEEMod Operational Emission Estimates

Operational Year 2022	Criteria pollutants in pounds per day			
	ROG	NOx	PM ₁₀	PM _{2.5}
Thresholds	65	85	80	82
Operational (long-term)	0.084	1.25	0.271	0.070

Table IS-4 shows that all operational emission estimates are below SMAQMD’s significance thresholds. The project will not exceed significance thresholds during the operational period; impacts are considered ***less than significant***.

TOXIC AIR CONTAMINANTS

The ARB indicates that one of the highest public health priorities is the reduction of diesel particulate matter generated by vehicles on California’s highways, as it is one of the primary toxic air contaminants (TAC). Other potential TAC generators within the

County of Sacramento are associated with specific types of facilities, such as dry cleaners, gas stations, and chrome plating facilities, and are the focus of ARB's control efforts. ARB has made specific recommendations with respect to considering existing sensitive uses when siting new TAC-emitting facilities or with respect to TAC-emitting sources when siting sensitive receptors. ARB¹ recommends that following buffer distances be observed when locating TAC emitters or sensitive land uses:

- Freeways or major roadways – 500 feet;
- Dry cleaners using perchloroethylene – 500 feet. California regulations prohibit the installation of new perchloroethylene dry cleaning equipment, and thus this is only relevant for existing dry cleaners using old equipment;
- Auto body repair services – 500 feet;
- Gasoline dispensing stations with an annual throughput of less than 3.6 million gallons – 50 feet;
- Gasoline dispensing stations with an annual throughput at or above 3.6 million gallons – 300 feet;
- Other TAC sources including furniture manufacturing and repair services that use methylene chloride or other solvents identified as a TAC – 300 feet;
- Distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations exceed 300 hours per week – 1,000 feet;
- Rail yards for major service and maintenance operations – 1,000 feet;
- Chrome platers – 1,000 feet;
- Port developments should not site the heavily impacted areas immediately upwind of sensitive land uses; and
- Petroleum refineries should not site the heavily impacted areas immediately upwind of sensitive land uses.

The SMAQMD recommends that site-specific health risk assessments be performed to accurately document potential cancer risk when siting sensitive land uses within the above buffer zones. In addition, California Health and Safety Code Section 42301.6 specifies that the Air Pollution Control Officer (an SMAQMD position) must prepare a public notice for any permit to construct or modify a TAC source when that source is located within 1,000 feet of the outer boundary of a school site. The "source" is defined as the location of the emissions stack or venting unit—it is not the boundary of the site on which the source is located.

SMAQMD and the County have not established a quantitative threshold of significance for construction-related TAC emissions. Therefore, SMAQMD recommends that lead agencies address this issue on a case-by-case basis,

¹ ARB *Air Quality and Land Use Handbook – A Community Health Perspective* April 2005.

taking into consideration the specific construction-related characteristics of each project and its proximity to off-site receptors.

PROJECT IMPACTS

The project is proposing an auto repair facility, which is indicated as a land use associated with TACs above. Additionally, the project would result in commercial truck traffic to and from the facility.

AUTO REPAIR FACILITY

The project proposes an auto repair facility for up to three vehicles, and has been designed such that recommended buffer distance of 500 feet is maintained. The facility would be located on the northeast corner of the property, 550 feet away from the nearest sensitive receptor, the single family dwellings adjacent the west side of the property.

TRUCK STORAGE

The ARB guidelines indicate TAC are of primary concerns around truck distribution centers, utilizing 100 or more trucks per day. Long hauler trucks have the potential of negatively affecting sensitive receptors (single-family homes to the west) due to trucks idling in the parking lot. The project proponent anticipates the truck traffic to consist of approximately 15-20 trucks per day, well below the ARB recommended threshold of 100 trucks warranting additional analysis. Additionally, the project has been designed such that heavy trucks would utilize the eastern portion of the subject property, while the western side, closest to existing residents, would be limited to boats and RVs, which emit fewer emissions than commercial trucks. The site has been designed such that commercial trucks would remain approximately 400 feet away from the nearest residences, and an eight foot masonry wall will be installed at the property, as well landscaping, providing a buffer between existing residences and the proposed use.

CONCLUSION

The project is not proposing uses that are in line with the recommended ARB buffers when siting TAC emitting uses in proximity to sensitive land uses. Additionally, the project has been designed such that commercial vehicles and the repair shop would be located on the eastern side of the property, away from adjacent residential uses. The project would also install an eight foot masonry wall and landscaping, which provide additional buffers between possible emissions on the project site and the adjacent residences. Impacts with regards to TACs are ***less than significant***.

BIOLOGICAL RESOURCES

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

- Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?

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

SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN (SSHCP)

The SSHCP is a regional approach to addressing development, habitat conservation, and agricultural lands within the south Sacramento County region, including the cities of Galt and Rancho Cordova. The specific geographic scope of the SSHCP includes U.S. Highway 50 to the north, the Sacramento River levee and County Road J11 (connects the towns of Walnut Grove and Thornton, it is known as the Walnut Grove-Thornton Road) to the west, the Sacramento County line with El Dorado and Amador counties to the east, and San Joaquin County to the south. The SSHCP Project area excludes the City of Sacramento, the City of Folsom, the City of Elk Grove, most of the Sacramento-San Joaquin Delta, and the Sacramento community of Rancho Murieta.

The SSHCP covers 28 different species of plants and wildlife, including 10 that are state and/or federally-listed as threatened or endangered. The SSHCP has been developed as a collaborative effort to streamline permitting and protect covered species habitat.

On May 15, 2018, the Final SSHCP and EIS/EIR was published in the federal Register for a 30-day review period. Public hearings on the proposed adoption of the final SSHCP, final EIS/EIR, final Aquatic Resources Plan (ARP), and final Implementation Agreement (IA) began in August 2018, and adoption by the County occurred on September 11, 2018. The permit was received on June 12, 2019 from the U.S. Fish and Wildlife Service, July 25, 2019 from the U.S. Army Corps of Engineers, and August 20, 2019 from the California Department of Fish and Wildlife.

The proposed project is in the Urban Development Area (UDA) and considered a covered activity in the SSHCP; therefore, the Project must comply with the provisions of the SSHCP and associated permits. The proposed project's design and construction must comply with all SSHCP requirements including SSHCP avoidance and minimization measures (AMMs). The SSHCP is a habitat-based plan in which mitigation fees are based on impacts to habitat or land cover rather than impacts to individual species.

LAND COVER ANALYSIS

Baseline, land cover maps were established utilizing remote sensing analyses over a number of years prior to adoption of the SSHCP. The baseline land covers are intended to serve as a guide for potential habitat present on the project site and are intended to be updated with pedestrian-level biological surveys. The proposed improvements shown on the Site Plan will result in impacts to the entire project site.

Review of the associated technical study (*Wetlands & Biological Resources Assessment, Barnett Environmental, January 2019*); reflect the following landcover types and acreages are present on the project site, as represented in Table IS-5 below.

Table IS-5: SSHCP Landcover Types and Acreages

SSHCP Landcover Type	Acrees
Seasonal Wetland	0.434
Valley Grassland	12.44
Note: These acreages are based off information provided in the technical study (<i>Wetlands & Biological Resources Assessment, Barnett Environmental, January 2019</i>), and are intended to provide estimates for mitigation purposes. Landcover types and acreages are subject to ground truthing and further refinement upon submittal of the SSHCP Authorization application and supporting materials.	

Upon submittal of an SSHCP Authorization application, final acreages will be determined during the permitting process. The applicant will be required to obtain a signed SSHCP authorization form from the Environmental Coordinator for potential impacts to terrestrial and aquatic habitats. During the local impact authorization process, impact fees will be calculated utilizing the updated land cover data, as submitted with the SSHCP Authorization application. The project will comply with the requirements of the SSHCP, including adherence to the Avoidance and Minimization Measures (Appendix B), as well as payment of fees to support the overall SSHCP Conservation Strategy. Thus, the project is consistent with, and aids in the goals set forth in the proposed SSHCP. Impacts relating to consistency with the proposed SSHCP are considered ***less than significant***.

WETLANDS AND WATERS OF THE U.S.

REGULATORY SETTING

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

Wetlands are regulated by both the Federal and State government, pursuant to the Clean Water Act Section 404 (federal) and Section 401 (state). The United States Army Corps of Engineers (Army Corps) is generally the lead agency for the federal permit process, and the Regional Water Quality Control Board (Regional Water Board) is generally the lead agency for the state permit process. The Clean Water Act protects all “navigable waters”, which are defined as traditional navigable waters that are or were used for commerce, or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries.

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

The Clean Water Act establishes a “no net” loss” policy regarding wetlands for the state and federal governments, and General Plan Policy CO-58 establishes a “no net loss” policy for Sacramento County. Mitigation requirements consistent with the SSHCP are in compliance with these policies.

The SSHCP implements a CWA Section 404 permit strategy (SPK-1995-00386) for SSHCP covered activity projects which would discharge fill material into wetlands and other waters of the United States. The multi-tiered CWA 404 permit strategy draws upon the content of the SSHCP, the Aquatic Resources Program (ARP), and aquatic resource protection ordinances. The ARP is a local jurisdiction based aquatic resources permit program that adds to the strength of the SSHCP framework of protection of natural communities and native plant and wildlife species, including protection of aquatic resources. A primary goal of ARP implementation is to achieve an overall no net loss of aquatic resources functions and services. While the ARP focuses on a permit program to address impacts to aquatic resources and the SSHCP focuses on permitting related to incidental take of species, both permitting processes are done in conjunction with one another and consist of:

- A programmatic general permit (PGP), founded on a local aquatic resources protection program and designed to reduce duplication with that program, for covered activities with minimal individual and cumulative effects on aquatic resources. The PGP is implemented by the three land-use authority Permit Applicants (i.e., Sacramento County, Galt, and Rancho Cordova).
- A regional general permit (RGP), for covered activities with minimal individual and cumulative effects on aquatic resources that do not qualify for the PGP.
- A procedure for issuing Letters of Permission (LOP procedure) for covered activities with more than minimal effects, but less-than-significant effects, on the human environment, including aquatic resources.
- An abbreviated process for issuing standard permits (abbreviated SP) for other covered activity impacts that do not qualify for the PGP or the LOP procedure. The abbreviated SP process is used for the small number of SSHCP covered activities requiring authorization under CWA 404 that may significantly affect the human environment under NEPA, requiring the preparation of an EIS.

The CWA 404 permit strategy relies, at all levels of permitting, on the SSHCP to address avoidance, minimization and requirements for compensatory mitigation for impacts to aquatic resources. Key to satisfying compensatory mitigation requirements, payment of SSHCP-required fees dually fulfills a Corps-approved South Sacramento In Lieu Fee Program established by the SSHCP Permittees, which relies on the compensatory mitigation ratio requirements for aquatic resources contained in the SSHCP (vs. project-by-project compensatory mitigation evaluation).

PROJECT IMPACTS

Barnett Environmental conducted a wetland & biological resources assessment of the subject property in December of 2019 (Appendix C). Wetlands are regulated by both the federal and state government, pursuant to the Clean Water Act Section 404 (federal) and Section 401 (state).

A total of 0.434 acres of seasonal wetlands were mapped within the center of the project site (Plate IS-6). This topographic depression was created sometime prior to April 2002, when soil was apparently borrowed from the site. It currently presents as a 190 long by 100 feet wide rectangular basin with a depth of approximately three feet. At the time of the field survey, the area contained one to four inches of water. There is a discernable ordinary high water mark (OHWM) around the entire basin, delineated by a break in slope and change in the type and amount of vegetative cover. The depression briefly ponds water during the rainy season but has no offsite connection to other waters.

The SSHCP requires aquatic features to be classified using specific land cover types and definitions that differ from the classifications under a traditional USACE Preliminary Jurisdiction Determination (see chapter 3 of the SSHCP for full list of landcover classifications and definitions). The aquatic features on the project site have been classified as the following SSHCP landcover types:

- 0.434 acre of seasonal wetlands

The mitigation associated with loss of seasonal wetlands has been updated to reflect that permits would be obtained through participation in and authorization under the SSHCP, rather than obtaining separate, individual permits from State and federal entities. By mitigating for loss of seasonal wetlands through the SSHCP, impacts are ***less than significant with mitigation.***

PLATE IS-6: JURISDICTIONAL DELINEATION



FIGURE 5 - PROJECT AREA WETLANDS AND "OTHER WATERS OF THE U.S."

BOGART - ELSIE AVE PROJECT • SACRAMENTO COUNTY, CA



SPECIAL STATUS SPECIES

REGULATORY SETTING

The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. In 1984, the State of California enacted a similar law, the California Endangered Species Act (CESA), to protect species identified and listed by the California Fish and Wildlife Commission as endangered or threatened with extinction.

The state and federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality ACT (CEQA) and the National Environmental Policy Act (NEPA) to help protect ecosystems that endangered and threatened species depend upon. The United States Fish and Wildlife Service (USFWS) is responsible for implementation of the FESA while CDFW implements the CESA.

Accidental or intentional killing of a threatened or endangered species is labeled “take”. “Take” is defined as “to harass, harm, pursue, hunt, shoot, would, kill, trap, capture, or collect” any threatened or endangered wildlife species. Take may include significant habitat modification or degradation and is applied to threatened and endangered plant species as well.

Under CEQA, species officially proposed for listing (federal classification), candidate species (federal and state classification), species of special concern (State of California classification) and species of concern (federal classification) are fully protected. Plants identified as “1B” by the California Native Plant Society are also afforded protection pursuant to CEQA. The project site is located in a highly urbanized area with little remaining naturalized habitat. The potentially affected special status species are limited to special status plants that may utilize wetland habitat and birds that may utilize surrounding trees as nesting habitat.

SPECIAL STATUS PLANTS

Special-status plant species have the potential to occur within the project area, based on the presence of wetland habitat on the project site, and an analysis of known occurrences within approximately five miles of the project boundary. The following special plant species have the potential to occur on the project site: dwarf downingia (*Downingia pusilla*), Bogg’s Lake hedge hyssop (*Gratiola heterosepala*), Ahart’s dwarf rush (*Juncus leiospermus var. ahartii*), legenera (*Legenera limosa*), and Sanford’s arrowhead (*Sagittaria sanfordii*).

No special-status plant species were observed within the project area during biological surveys, however, absence of special plant species cannot be concluded until protocol level surveys for special plant species have been conducted. As a covered activity under the SSHCP, the Project will be required to comply with the AMMs specific to special plant species. With compliance with the SSHCP, impacts to special-status plant would be ***less than significant***.

BURROWING OWL

According to the California Fish and Wildlife life history account for the species, burrowing owl (*Athene cunicularia*) habitat can be found in annual and perennial grasslands, deserts, and arid scrublands characterized by low-growing vegetation. Burrows are the essential component of burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nesting sites for burrowing owls. Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also use human-made structures such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owls are listed as a California Species of Special Concern due to loss of breeding habitat.

Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Breeding season is generally defined as spanning February 1 to August 31 and wintering from September 1 to January 31. Occupancy of suitable burrowing owl habitat can be verified at a site by detecting a burrowing owl, its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance. Burrowing owls exhibit high site fidelity, reusing burrows year after year.

The project site vegetation consists mainly of annual grassland dominated by non-native grasses that could support burrowing owl. There are 18 recorded occurrences within five miles of the study area according to the California Natural Diversity Database (CNNDDB). The nearest occurrence is one mile to the southwest. Construction activities associated with project implementation could disturb burrowing owl, if present. To avoid impacts to burrowing owl, mitigation involves pre-construction nesting surveys to identify any active burrows and to implement avoidance measures if burrows are found. Participation in the SSHCP includes adherence to adopted burrowing owl AMMs. Impacts to burrowing owl are ***less than significant***.

SWAINSON'S HAWK

The Swainson's hawk (*Buteo swainsoni*) is listed as a threatened species by the State of California and is a candidate for federal listing as threatened or endangered. It is a migratory raptor typically nesting in or near valley floor riparian habitats during spring and summer months. Swainson's hawks were once common throughout the state, but various habitat changes, including the loss of nesting habitat (trees) and the loss of foraging habitat through the conversion of native Central Valley grasslands to certain incompatible agricultural and urban uses has caused an estimated 90% decline in their population.

Swainson's hawks feed primarily upon small mammals, birds, and insects. Their typical foraging habitat includes native grasslands, alfalfa and other hay crops that provide suitable habitat for small mammals. Certain other row crops and open habitats also provide some foraging habitat. The availability of productive foraging habitat near a Swainson's hawk's nest site is a critical requirement for nesting and fledgling success. In central California, about 85% of Swainson's hawk nests are within riparian forest or remnant riparian trees. CEQA analysis of impacts to Swainson's hawks consists of separate analyses of impacts to nesting habitat and foraging habitat.

The CEQA analysis provides a means by which to ascertain impacts to the Swainson's hawk. When the analysis identifies impacts, mitigation measures are established that will reduce impacts to the species to a less than significant level. Project proponents are cautioned that the mitigation measures are designed to reduce impacts and do not constitute an incidental take permit under the California Endangered Species Act (CESA). Anyone who directly or incidentally takes a Swainson's hawk, even when in compliance with mitigation measures established pursuant to CEQA, may violate the California Endangered Species Act.

The project site is modeled SSHCP grassland habitat, and there are 22 recorded CNDDDB occurrences within five miles, with the nearest occurrence 1.7 miles east. According to the Wetlands and Biological Resources Assessment (Appendix C), no Swainson's Hawks were observed during the biological survey. The project will be required to comply with all necessary SSHCP AMMs for Swainson's hawk. Project impacts to Swainson's hawk foraging habitat are **less than significant**.

FERRUGINOUS HAWK

This species forages in large, open tracts of grasslands, sparse scrubland, and deserts. It frequents open grasslands, sagebrush flats, desert scrub, low foothills and surrounding valleys, and fringes of pinyon-juniper habitats. Nesting occurs in lone trees or on telephone poles. Prey includes lagomorphs, ground squirrels, and mice, although it will also take birds, reptiles, and amphibians. This species is not known to breed in California; however, the species may forage within habitat on-site.

The site's valley grassland provide suitable foraging habitat and nesting habitat. There are two CNDDDB records in the search area. Potential nesting habitat is provided by trees on-site and the surrounding properties to the south. Development of the parcel would result in a loss of foraging habitat (valley grassland) and potential nesting habitat. With participation in the SSHCP and compliance with the AMMs for raptors, impacts to ferruginous hawk are considered **less than significant**.

LOGGERHEAD SHRIKE

According to the California Fish and Wildlife Life History Account for the loggerhead shrike (*Lanius ludovicianus*), the species breeds mainly in shrublands or open woodlands with a fair amount of grass cover and areas of bare ground. They require tall shrubs or trees (they also use fences or power lines) for hunting perches, territorial advertisement, and pair maintenance; open areas of short grasses, forbs, or bare ground for hunting; and large shrubs or trees for nest placement. They also need impaling sites for prey manipulation or storage, which can include sharp, thorny, or multistemmed plants and barbed-wire fences. The breeding season for this species begins in mid-March to early April and extends to July. The species is listed as a California Species of Special Concern due to loss of nesting habitat.

The valley grassland provides suitable foraging habitat and potential nesting habitat along the southern property boundaries. There are no known CNDDDB records of loggerhead shrike in Sacramento County; however, this species is frequently observed in open grasslands in the Central Valley, including portions of Sacramento County as

indicated by eBird (2020) observations. Development of the site would result in potential nesting and foraging habitat for the species. Compliance with the SSHCP AMMs for raptors will be required. Although the species is not a raptor, it is grouped in with the raptor AMMs because of its use of impaling sites. With participation in the SSHCP and compliance with the AMMs for raptors, impacts to the species are considered ***less than significant***.

WHITE-TAILED KITE

White-tailed kite is a CDFW fully protected species. White-tailed kites occur in herbaceous and open stages of most habitats in cismontane California. Areas with substantial groves of dense, broad-leafed deciduous trees are used for nesting and roosting. They also roost in saltgrass and Bermuda grass in southern California. White-tailed kite breeds from February to October, with peak activity from May to August. Nests are typically located from 20 to 100 feet above the ground near the top of dense oak, willow, or other tree stands, and are often located near an open foraging area with a dense population of voles.

Large trees onsite could potentially provide nesting habitat. The valley grasslands onsite provide potential foraging habitat. Development of the site will result in a loss of potential nesting and foraging habitat for the species. Compliance with the SSHCP AMMs for raptors will be required. With participation in the SSHCP and compliance with the AMMs for raptors, impacts to the species are considered ***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.

REGULATORY SETTING

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. SB 32 extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.²

² EO S-03-05 has set forth a reduction target to reduce GHG emissions by 80 percent below 1990 levels by 2050. This target has not been legislatively adopted.

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

In November of 2011, Sacramento County approved the Phase 1 Climate Action Plan Strategy and Framework document (Phase 1 CAP), which is the first phase of developing a community-level Climate Action Plan. The Phase 1 CAP provides a framework and overall policy strategy for reducing greenhouse gas emissions and managing 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. This document is available at

http://www.green.saccounty.net/Documents/sac_030843.pdf. The Phase 1 CAP is a strategy and framework document. The County adopted the Phase 2A CAP (Government Operations) on September 11, 2012. Neither the Phase 1 CAP nor the Phase 2A CAP are “qualified” plans through which subsequent projects may receive CEQA streamlining benefits. The Countywide CAP has a target adoption of 12-18 months from July 1, 2020.

THRESHOLDS OF SIGNIFICANCE

In April 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB’s 2017 Climate Change Scoping Plan. SMAQMD’s technical support document, “Greenhouse Gas Thresholds for Sacramento County”, identifies operational measures that should be applied to a project to demonstrate consistency.

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels (equivalent to 1,100 metric tons of CO₂e per year). If a project’s operational emissions are less than or equal to 1,100 metric tons of CO₂e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.

SMAQMD’s GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-6.

Table IS-6: SMAQMD Thresholds of Significance for Greenhouse Gases

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas as CO ₂ e	1,100 metric tons per year	1,100 metric tons per year
Stationary Source Only		
	Construction Phase	Operational Phase
Greenhouse Gas as CO ₂ e	1,100 metric tons per year	10,000 metric tons per year

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. The project is within the screening criteria for construction related impacts related to air quality. Therefore, construction-related GHG impacts are considered **less than significant**.

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

The project proponent has indicated that the project would be constructed in accordance with BMP 1 of the Tier 1 BMPs (the project would be fully electric). The project would also be subject to BMP 2, requiring CalGreen building standard Tier 2 electric charging stations. According to the CalGreen building standards, electric vehicle charging stations are required in parking lots with 9 or more parking spaces. The proposed project would operate primarily as a storage facility, therefore, the parking spaces in consideration would be those utilized for daily use and visitors. The project will develop 7 parking spaces, which would not require the installation of electric vehicle charging infrastructure.

Emissions were modeled using CalEEMOD version 2016.3.2. Table IS-6 summarizes all the direct and indirect annual GHG emissions level associated with the project.

Table IS-7: Operational-Related Greenhouse Gas Emissions (Metric Tons/Year)

Emissions Source	CO ₂ e
Area Source (landscaping, hearth)	8.12e-003
Energy (Electric)	49.29
Mobile	207.6
Waste	10.16
Water	2.04
Total	269.09

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

As shown in Table IS-7, the project would produce 269.09 metric tons of CO₂e annually. Mobile emissions are the primary source. The project would be significantly below the 1,100 CO₂e metric tons/year, and mitigation has been included to ensure the project would be developed in accordance with Tier 1 BMPs; impacts are considered **less than significant**.

ENVIRONMENTAL MITIGATION MEASURES

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

As the applicant, or applicant's representative, for this project, I acknowledge that project development creates the potential for significant environmental impact and agree to implement the mitigation measures listed below, which are intended to reduce potential impacts to a less than significant level.

Applicant [Original Signature on File] _____ Date: _____

MITIGATION MEASURE A: PARTICIPATION IN THE SSHCP

The applicant shall obtain authorization through the SSHCP prior to all ground disturbing activities, on-site and off-site. Authorization under the SSHCP shall include implementation and conformance with all applicable Avoidance and Minimization Measures (Appendix B) and compensate for impacts associated with:

1. Impacts to SSHCP landcovers, including valley grassland, and seasonal wetland.
2. Potential species-specific impacts including:
 - Burrowing owl
 - Swainson's Hawk
 - Special status raptors
 - Special status plants.

MITIGATION MEASURE B: IMPLEMENT SMAQMD TIER 1 BMPs

The project shall implement the following Tier 1 BMPs in accordance with the SMAQMD 2020 GHG Thresholds:

- BMP 1: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.

MITIGATION MEASURE C: CULTURAL RESOURCES – UNANTICIPATED DISCOVERIES

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 staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for 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 \$4,100. This fee includes administrative costs of \$948.00.
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.

South Sacramento Properties Boat, Recreational Vehicle and Commercial Storage

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. LAND USE - Would the project:					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with environmental policies of the Sacramento County General Plan, South Sacramento Community Plan, South Sacramento Industrial Neighborhood Preservation Area and Sacramento County Zoning Code. A less than significant impact will result. Refer to the Land Use discussion in the Environmental Effects section above.
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. No impact will result.
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. No impact will result.
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing. No impact will result.
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.

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	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site. No impact will result.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production. The site is located within an urbanized area at the intersection of Elsie Avenue and Wilbur Way. No impact will result.
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. The project is located in the South Sacramento community, which does not have any scenic corridors or vistas in the project area. A less than significant impact will result.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area. No impact will result.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity. A less than significant impact will result. Refer to the Aesthetics discussion in the Environmental Effects section above.
d. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X		The project will result in a new source of nighttime lighting within the parking lot area, but will not result in safety hazards or adversely affect day or nighttime views in the area. Refer to the Aesthetics discussion in the Environmental Effects section above.

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	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. The project site is not located near an airport. No impact will result.
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. No impact will result.
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. No impact will result.
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. No impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.

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	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. A less than significant impact will result.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. 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. A less than significant impact will result.
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. The project as proposed will be fully electric and will not utilize natural gas. No significant new impacts would result from utility extension. A less than significant impact will result.
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. A less than significant impact will result.
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. No impact will result.

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	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. No Impact will result.
7. TRANSPORTATION - Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		Utilizing the screening criteria pursuant to the County of Sacramento Transportation Analysis Guidelines, the proposed project is considered a small project generating less than 237 average daily traffic (ADT). Refer to the Transportation discussion in the Environmental Effects section above.
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. No impact will occur.

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	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
8. AIR QUALITY - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. A less than significant impact would result.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There are residential uses adjacent to the project site. Refer to the Air Quality discussion in the Environmental Effects section above.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors. A less than significant impact will occur.
9. NOISE - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. A less than significant impact will occur.
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). A less than significant impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary. A less than significant impact will occur.
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use. A less than significant impact will result.
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. No impact will occur.
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. No impact will occur.
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). No impact will occur.
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. A less than significant impact will result.
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. A less than significant impact will result.

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	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. A less than significant impact will result.
11. GEOLOGY AND SOILS - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-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. No impact will result.
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. A less than significant impact will result.
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. No impact will occur.
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. No impact will occur.

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	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. No impact will occur.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		No known paleontological resources (e.g. fossil remains) or sites occur at the project location. No impact will occur.
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		According to the South Sacramento Habitat Conservation Plan (SSHCP), the site contains 12.43 acres of Valley Grassland and 0.434 acres of Seasonal Wetland cover type. Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		According to the South Sacramento Habitat Conservation Plan (SSHCP), the site contains 12.43 acres of Valley Grassland and 0.434 acres of Seasonal Wetland land cover type. Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
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		A 0.434-acre seasonal wetland Exists on the project site. Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X		Resident and/or migratory wildlife may be displaced by project construction; however, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected.

South Sacramento Properties Boat, Recreational Vehicle and Commercial Storage

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
f. Conflict with any local policies or ordinances protecting biological resources?			X		With applicable avoidance and minimization measures outlined in the SSHCP, 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 will need to comply with the applicable avoidance and minimization measures outlined in the SSHCP. Refer to the Biological Resources discussion in the Environmental Effects section above.
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. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.

South Sacramento Properties Boat, Recreational Vehicle and Commercial Storage

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was not received. A less than significant impact will result.
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material. A less than significant impact will result.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material. A less than significant impact will result.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project does not involve the use or handling of hazardous material. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce a new shop/office building and increase energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements. A less than significant impact will result.
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The project Meets the SMAQMD screening criteria for less than significant impacts as it relates to GHG. Refer to the GHG section above.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases. A less than significant impact will result.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Intensive Industrial	x		
Community Plan	Industrial-Office Park (MP)	x		South Sacramento
Land Use Zone	Light Industrial (M-1) & South Sacramento Industrial NPA	x		Development Plan Review required for the proposed 6,800 square foot shop/office in order to comply with the Neighborhood Preservation Area (NPA).

INITIAL STUDY PREPARERS

Interim Environmental Coordinator: Todd Smith

Section Manager: Manuel Mejia

Project Leader: Rebecca Boschee

Initial Review: Julie Newton

Office Manager: Belinda Wekesa Batts

Administrative Support: Justin Maulit