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## 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: PLNP2020-00245**
2. **Title and Short Description of Project:** Calvine Station Retail Center  
The project consists of the following planning entitlement requests:  
A **Use Permit** to allow a car wash, and a drive through restaurant within 300 feet of a residential zoning district.  
A **Tentative Parcel Map** to divide the 4.1 acre parcel into six parcels  
A **Design Review** to comply with the Countywide Design Guidelines.
3. **Assessor's Parcel Number:** 115-0130-084-0000
4. **Location of Project:** The project site is located at the southeast corner of Calvine Road and Auberry Drive, in the South Sacramento community.
5. **Project Applicant:** Catalyst Development Partners
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]**

**Joelle Inman**  
Environmental Coordinator  
County of Sacramento, State of California



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

**PROJECT INFORMATION**

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**CONTROL NUMBER:** PLNP2020-00245

**NAME:** Calvine Station Retail Center

**LOCATION:** The project site is located at the southeast corner of Calvine Road and Auberry Drive, in the South Sacramento community.

**ASSESSOR'S PARCEL NUMBER:** 115-0130-084-0000

**OWNER:** Sacramento Regional Transit District  
P.O. Box 2110  
Sacramento, CA 95812  
Attention: Traci Canfield

**APPLICANT:** Catalyst Development Partners  
822 Hartz Way, Suite 200  
Danville, CA 94526  
Attention: Bruce Myers

**PROJECT DESCRIPTION**

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The project consists of the following planning entitlement requests:

1. A **Use Permit** to allow a car wash, and a drive through restaurant within 300 feet of a residential zoning district.
2. A **Tentative Parcel Map** to divide the 4.1 acre parcel into six parcels.
3. A **Design Review** to comply with the Countywide Design Guidelines.

**ENVIRONMENTAL SETTING**

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The proposed project site is located within an urban residential area in the southcentral portion of unincorporated Sacramento County (Plate IS-1). The proposed project site is located on the south side of Calvine Road and east side of Auberry Drive, in the community of South Sacramento. The site is also located near the City of Elk Grove to the south. The parcel is vacant but disturbed in nature. Historically, the site had various

water features but prior grading activities and periodic mowing and/or disking for weed abatement has generally destroyed most of the natural grade and features on-site.

The property is zoned GC (General Commercial). Surrounding land uses consist of multi-family and single-family residential uses, with a vacant parcel directly east of the site. Zoning of parcels to the north across Calvine Road are SPA (Larchmont Countryside Special Planning Area). Parcels to the south and east are zoned O (F) (Recreation with Flood Combining Zone). Parcels to the west across Auberry Drive are zoned LC (Light Commercial) and RD-30 (Residential Density 30 acres). See Plate IS-2 and Plate IS-3 to review project location and zoning maps.

The proposed project will build a retail center consisting of a 2,200± square foot coffee shop with drive-thru, a 2,000± square foot retail building, a 1,800± square foot restaurant, a 2,500± square foot restaurant with drive-thru, a 1,500± square foot restaurant, a 3,600± square foot car wash, and associated parking and landscaping. Each of the proposed uses will have a separate parcel. See Plate IS-4 for the preliminary site plan and Plate IS-5 for the Tentative Parcel Map of the proposed project.

The very southeast tip of the project site falls within the outer edge of an off-site storm drain detention basin located just east of the site. The basin is fenced-off from the project site and is not a part of the proposed project development. The project site contains slightly elevated berms around its edges, but the main portion of the property is level and is at an elevation of approximately 30 feet above mean sea level. A re-routed portion of Strawberry Creek is also located just east of the site. The project site supports a fallow grassland field with slightly elevated berms surrounding most of the site, leaving the central part of the site slightly lower in elevation. There are no trees on the project site. There are a few small cottonwoods and willow trees within the detention basin east of the site and a few ornamental species along Strawberry Creek.

Plate IS-1: County Vicinity Map

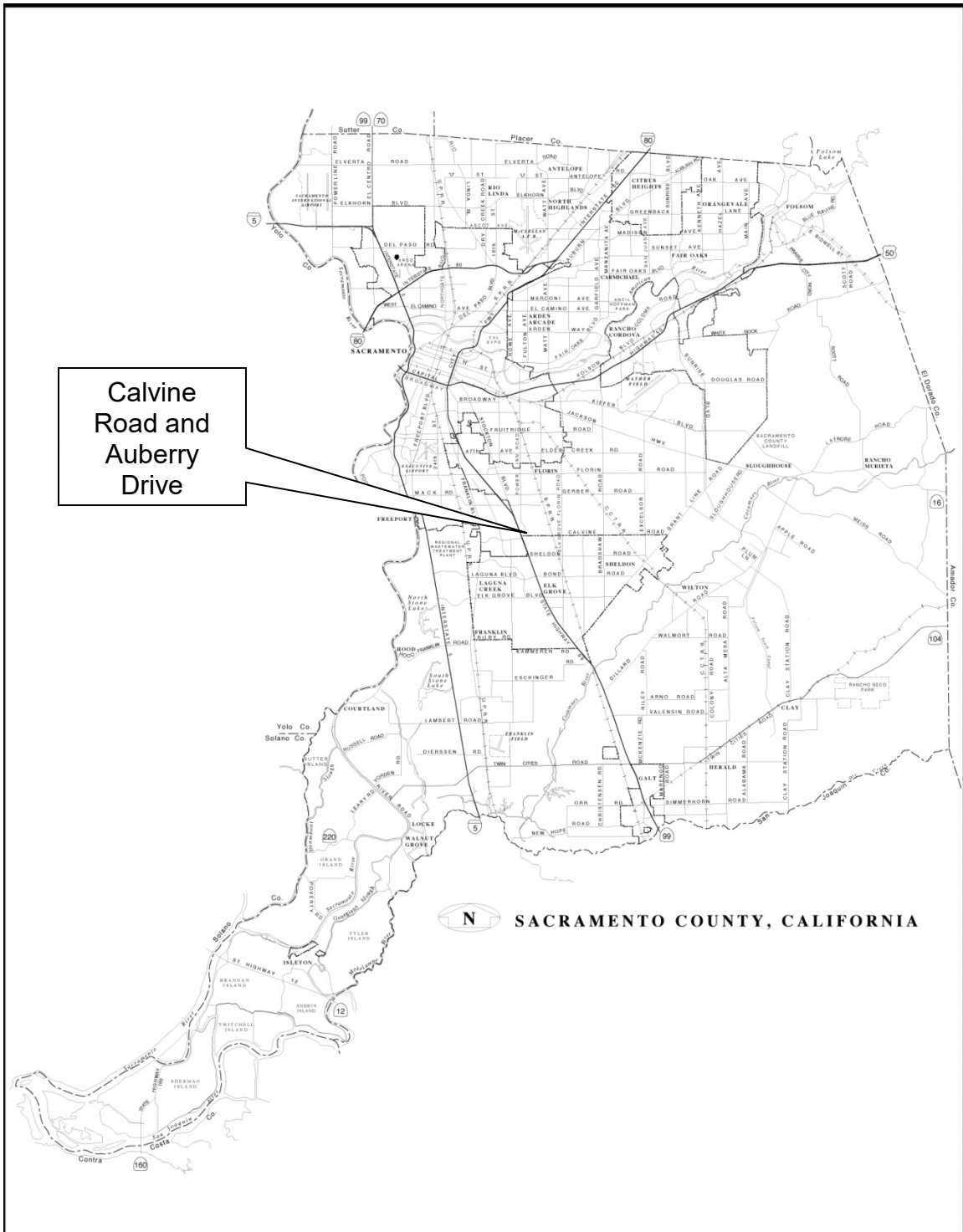
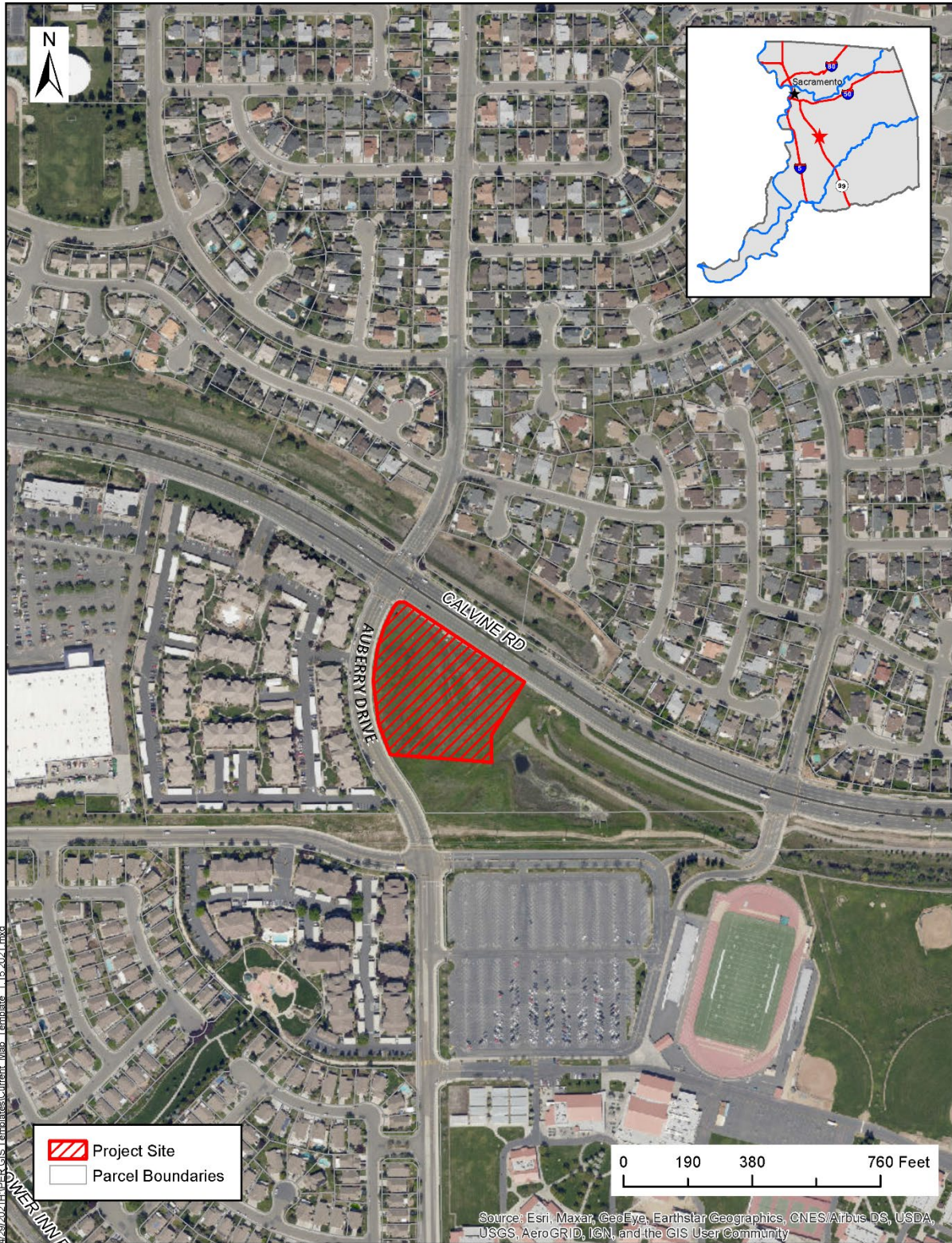




Plate IS-2: Location Map





### Plate IS-3: Zoning Map

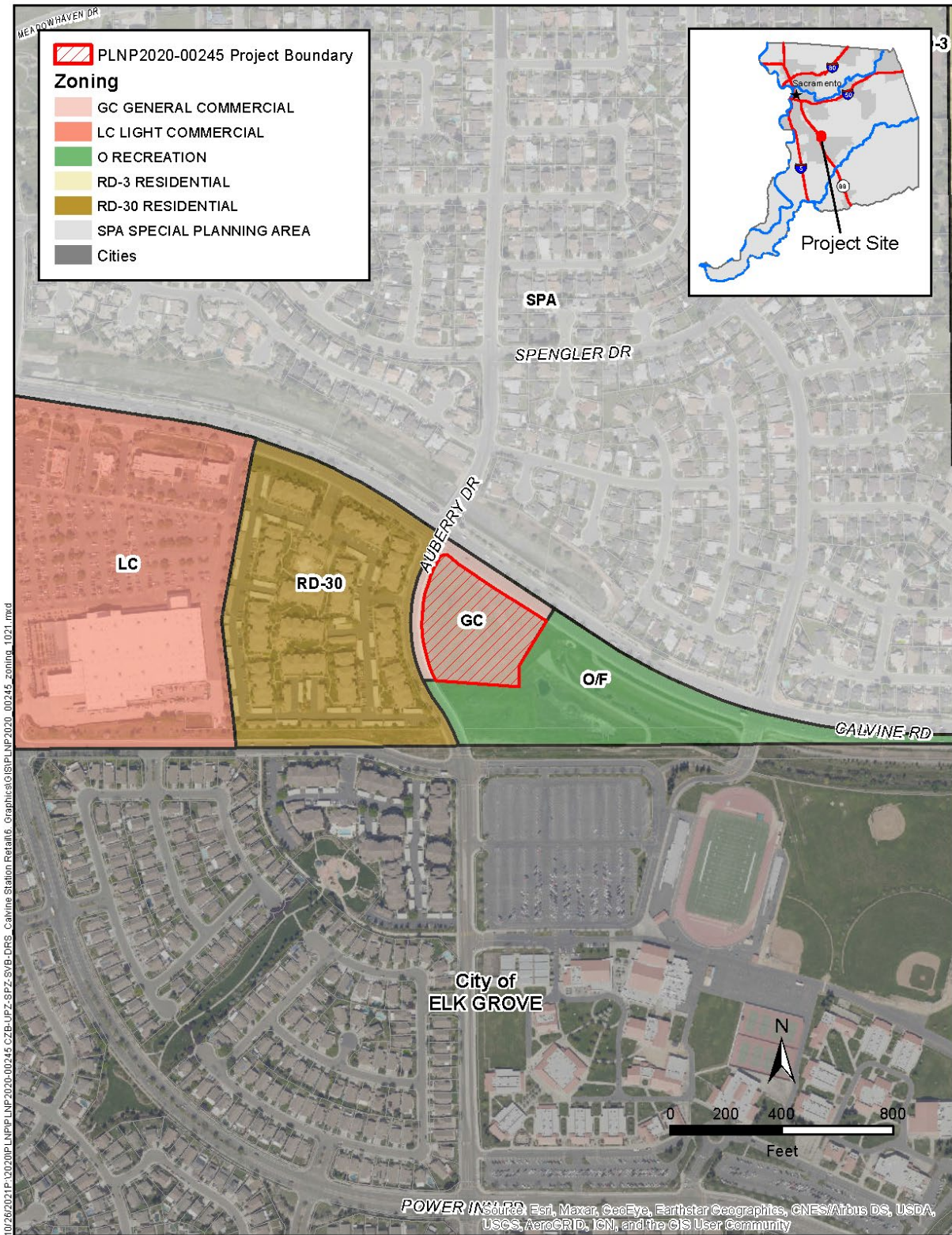
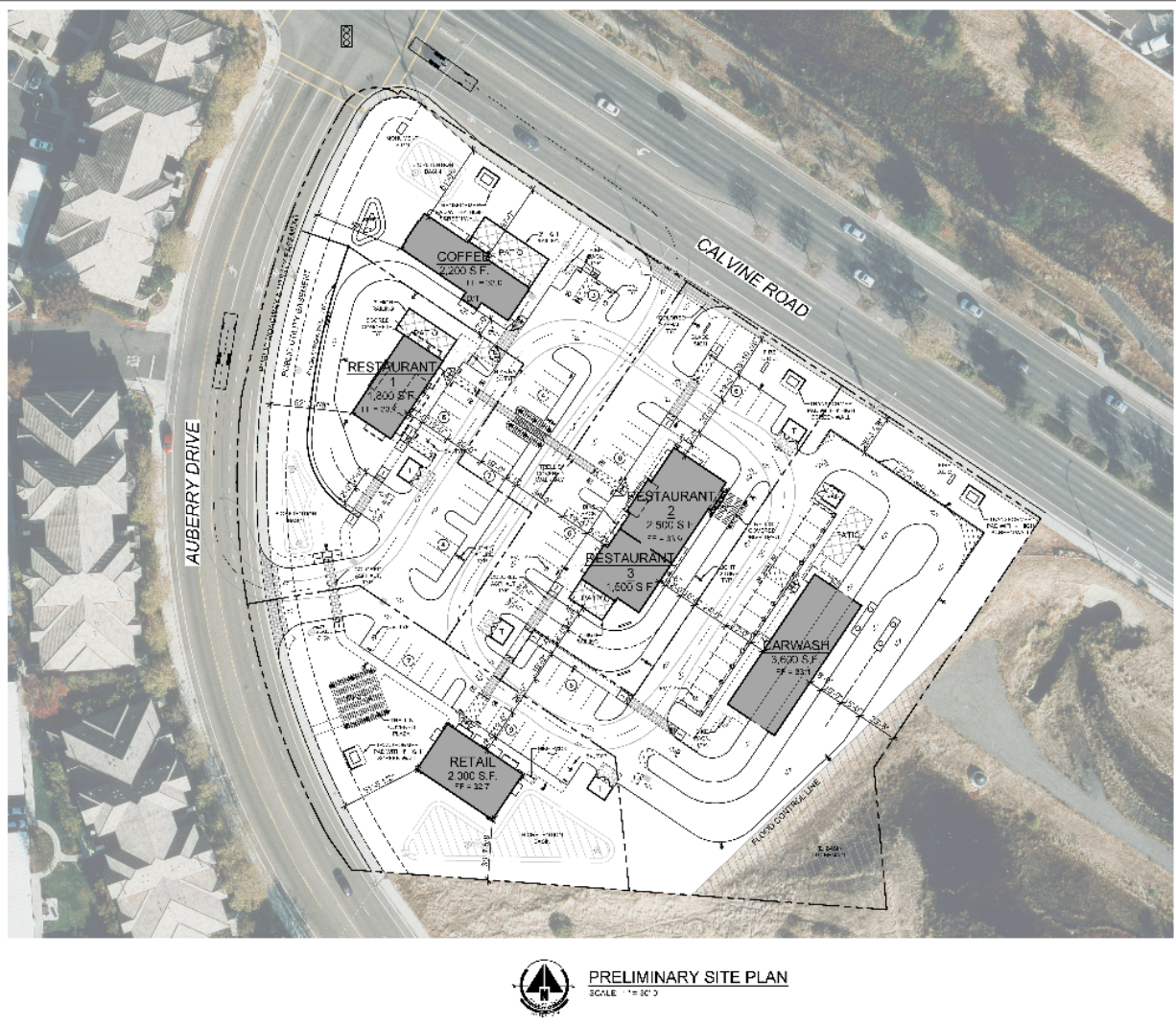




Plate IS-4: Preliminary Site Plan Exhibit



SITE DATA	
APN:	115-0130-054-0000
ZONING:	GC (GENERAL COMMERCIAL)
SITE AREA	
AREA TO BE DEVELOPED	± 170,289 S.F. (3.9 AC.)
(E) BASIN AREA	8,310 S.F. (0.2 AC.)
TOTAL SITE AREA	± 178,599 S.F. (4.1 AC.)
BUILDING AREA:	
COFFEE WITH D/T	2,200 S.F.
RESTAURANT 1	1,900 S.F.
RESTAURANT 2 WITH D/T	2,500 S.F.
RESTAURANT 3	1,500 S.F.
CARWASH	3,600 S.F.
RETAIL	2,300 S.F.
TOTAL BUILDING AREA	15,500 S.F.
COVERAGES	7.6 %
PARKING REQUIRED:	
SACRAMENTO COUNTY STANDARDS:	
4 SPACES / 1,000 S.F. (13,600 S.F./250) 55 SPACES	
PARKING PROVIDED:	
ACCESSIBLE	9 SPACES
ELECTRIC VEHICLE CHARGING	7 SPACES
STANDARD (9'X18')	43 SPACES
TOTAL PARKING	62 SPACES

GENERAL NOTES	
<b>SERVICE PROVIDERS:</b>	
WATER: CALIFORNIA AMERICAN WATER	
SANITARY SEWER: SACRAMENTO AREA SEWER DISTRICT (SASD)	
STORM DRAIN: COUNTY OF SACRAMENTO	
ELECTRICITY: SACRAMENTO MUNICIPAL UTILITY DISTRICT (SMUD)	
GAS: PACIFIC GAS AND ELECTRIC COMPANY (PG&E)	
SCHOOL DISTRICT: BLK CROVE UNIFIED	
PARK: SOUTH GATE DISTRICT	
SOLID WASTE: SACRAMENTO COUNTY WASTE MANAGEMENT AND RECYCLING	
NOTE: SUBJECT PROPERTY SHOWN TO BE IN ZONE 'X' ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP 09087C0309H	



1000 UNIVERSITY BLVD. #100  
SACRAMENTO, CA 95811  
TEL: (916) 441-1111  
WWW.TWAARCHITECT.COM

CALVINE STATION  
CALVINE RD. & AUBERRY DR.  
SACRAMENTO COUNTY, CA

DATE: 09-28-2020
REV. NO. REV. DATE
1 03-09-2021
2 04-21-2021
3 05-02-2021

PRELIMINARY SITE PLAN

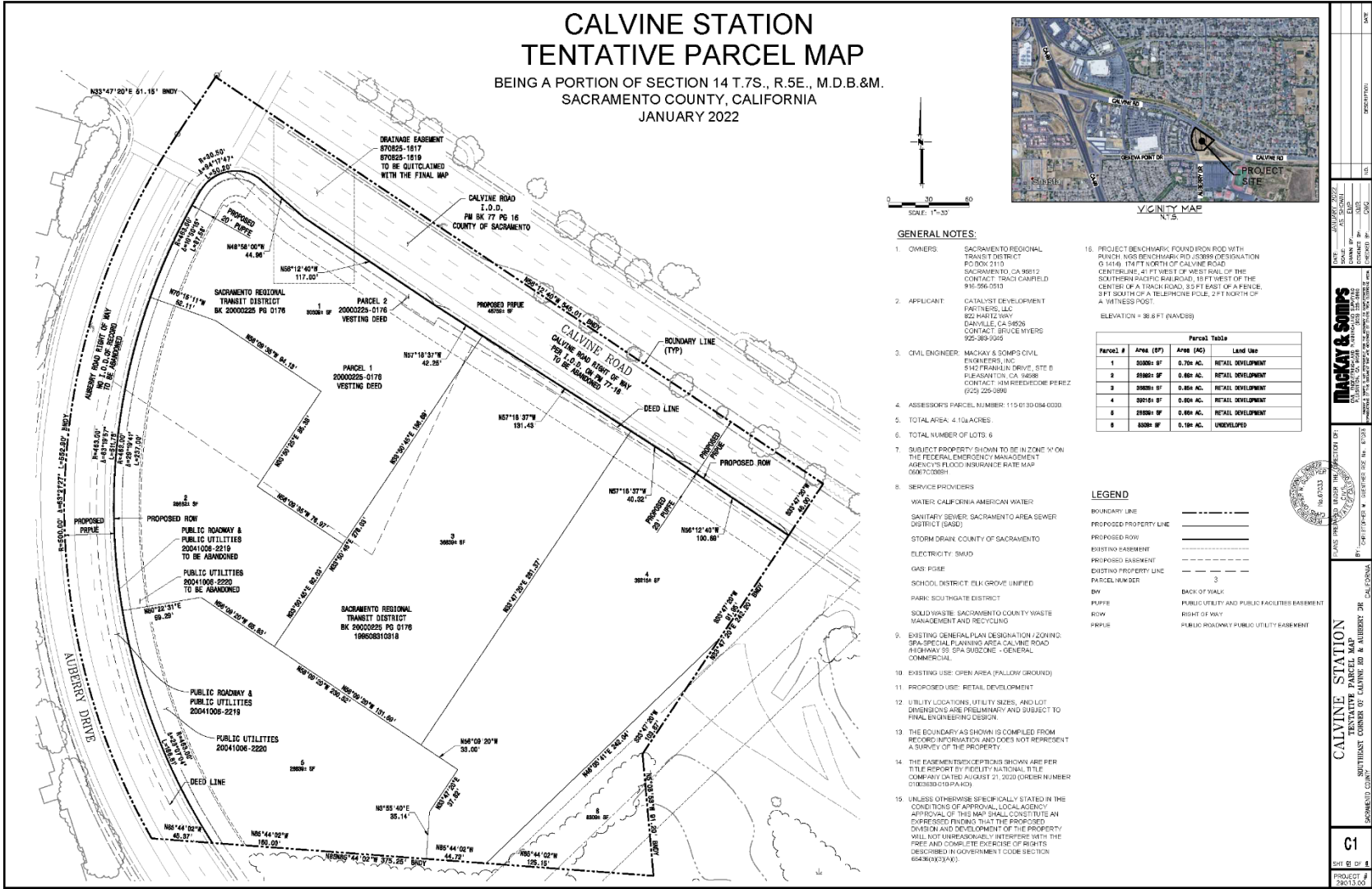
**DR1.1**

JOB NO.: CDP02

PLOT: 8/7/2021 1:55:44 C:\Users\j\Documents\Projects\CDP02\DR1.1.dwg (1/1) 15.000 15.000 15.000 15.000



Plate IS-5: Tentative Parcel Map Exhibit



## **ENVIRONMENTAL EFFECTS**

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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.

### **BACKGROUND**

The project site was included in a Zoning Ordinance Amendment to repeal the Calvine Road/Highway 99 Special Planning Area (SPA) Ordinance and revert to the County General Plan Land Use Map and Zoning Code for the area (Control Number: PLNP2019-00057). A Notice of Exemption (NOE) was prepared for the Zoning Ordinance Amendment with CEQA Statue Section 15183 (Project consistent with a Community Plan, General Plan, or Zoning) used for the exemption status. On August 10, 2021, the Board of Supervisors (BOS) recognized the exempt status of the project and approved the Zoning Ordinance Amendment request. The BOS decision to repeal the SPA Ordinance was based on the SPA's dated development standards and guidelines and the fact that the vast majority of the SPA had already been repealed by the neighboring City of Elk Grove. Both the BOS and the City of Elk Grove noted that the purpose of the SPA had been undermined when the light rail route was revised away from the project area; therefore, both jurisdictions agreed that the need for the SPA was gone and that the area could be served consistent with applicable Zoning Code regulations and underlying zones.

### **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.

### **VMT ANALYSIS**

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 Level of Service (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 VMT has been recommended by the Governor's Office of Planning and Research. 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. SB 743 also applies to transportation projects, although agencies were given flexibility in the determination of the performance measure for these types of projects.

The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gases, complete streets, and smart growth. Using VMT as a performance measure instead of LOS is intended to discourage suburban sprawl, reduce greenhouse gas emissions, and encourage the development of smart growth, complete streets, and multimodal transportation networks.

Sacramento County Department of Transportation (SacDOT) has updated the Sacramento County Transportation Analysis Guidelines to reflect the new analysis requirements. The updated guidelines can be viewed at: <https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines>. SacDOT has developed screening criteria for development projects. The screening criteria for VMT thresholds of significance are summarized in Table IS-1.



**Table IS-1: Screening Criteria for CEQA Transportation Analysis**

Type	Screening Criteria
Small Projects	<ul style="list-style-type: none"> <li>Projects generating less than 237 average daily traffic (ADT)</li> </ul>
Local-Serving Retail <sup>1</sup>	<ul style="list-style-type: none"> <li>100,000 square feet of total gross floor area or less; <u>OR</u> if supported by a market study with a capture area of 3 miles or less; <u>AND</u></li> <li>Local Serving: Project does not have regional-serving characteristics.</li> </ul>
Local-Serving Public Facilities/Services	<ul style="list-style-type: none"> <li>Transit centers</li> <li>Day care center</li> <li>Public K-12 schools</li> <li>Neighborhood park (developed or undeveloped)</li> <li>Community center</li> <li>Post offices</li> <li>Police and fire facilities</li> <li>Branch libraries</li> <li>Government offices (primarily serving customers in-person)</li> <li>Utility, communications, and similar facilities</li> </ul>
Projects Near Transit Stations	<ul style="list-style-type: none"> <li>High-Quality Transit: Located within ½ a mile of an existing major transit stop<sup>2</sup> or an existing stop along a high-quality transit corridor<sup>3</sup>; <u>AND</u></li> <li>Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; <u>AND</u></li> <li>Parking: Provides no more than the minimum number of parking spaces required<sup>4</sup>; <u>AND</u></li> <li>Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; <u>AND</u></li> <li>Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; <u>AND</u></li> <li>Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.</li> </ul>

<p>Restricted Affordable Residential Projects</p>	<ul style="list-style-type: none"> <li>• Affordability: Screening criteria only apply to the restricted affordable units; AND</li> <li>• Restrictions: Units must be deed-restricted for a minimum of 55 years; AND</li> <li>• Parking: Provides no more than the minimum number of parking spaces required<sup>4</sup>; AND</li> <li>• Transit Access: Project has access to transit within a ½ mile walking distance; AND</li> <li>• Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.</li> </ul>
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<sup>1</sup> See Appendix A for land use types considered to be retail.

<sup>2</sup> 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 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”).

<sup>3</sup> 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”).

<sup>4</sup> Sacramento County Zoning Code Chapter 5: Development Standards

**SIGNIFICANCE THRESHOLDS: VMT PER CAPITA**

The project is considered local-serving retail with a total proposed square footage of approximately 13,600 square feet. According to the screening criteria listed in Table IS-1, the project screens out for VMT significance thresholds and no further analysis is required. Project impacts to transportation/traffic 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.

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

**Table IS-2: Air Quality Standards Attainment Status**

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard <sup>1</sup> and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour <sup>3</sup> Standards) Attainment (1 hour standard <sup>2</sup> )
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide <sup>4</sup>	Attainment (1 hour and 24 hour Standards)	Attainment/unclassifiable <sup>5</sup>
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)



Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard

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

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

3. For the 1997, 2008 and the 2015 Standard.

4. Cannot be classified

5. Designation was made as part of EPA's designations for the 2010 SO<sub>2</sub> Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017

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

Source: SMAQMD. "Air Quality Pollutants and Standards". Web. Accessed: December 3, 2018.  
<http://airquality.org/air-quality-health/air-quality-pollutants-and-standards>

**Table IS-3: SMAQMD Significance Thresholds**

	ROG <sup>1</sup> (lbs/day)	NO <sub>x</sub> (lbs/day)	CO (µg/m <sup>3</sup> )	PM <sub>10</sub> (lbs/day)	PM <sub>2.5</sub> (lbs/day)
Construction (short-term)	None	85	CAAQS <sup>2</sup>	80 <sup>3*</sup>	82 <sup>3*</sup>
Operational (long-term)	65	65	CAAQS	80 <sup>3*</sup>	82 <sup>3*</sup>

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 (PM<sub>10</sub> and PM<sub>2.5</sub>) generated by construction and development activities, and emissions from equipment and vehicle engines (NO<sub>x</sub>) 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. PM<sub>10</sub> and PM<sub>2.5</sub> are considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

### **CONSTRUCTION PARTICULATE MATTER EMISSIONS**

The SMAQMD Guide includes screening criteria for construction-related particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction PM<sub>10</sub> or PM<sub>2.5</sub> 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 PM<sub>10</sub> and PM<sub>2.5</sub> 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 project site is less than 35 acres (4.1 acres) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or, import or export of soil materials requiring a considerable amount of haul truck activity. Therefore, the project falls below the SMAQMD Guide screening criteria for PM<sub>10</sub> and PM<sub>2.5</sub>. The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that should be implemented on all projects, regardless of size. Dust abatement practices are required pursuant to SMAQMD Rule 403 and California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485; the SMAQMD Guide simply lays out the basic practices needed to comply. These requirements are already required by existing rules and regulations, and have also been included as mitigation.

### **CONSTRUCTION OZONE PRECURSOR EMISSIONS (NO<sub>x</sub>)**

The SMAQMD Guide currently provides screening criteria for construction-related ozone precursor emissions (NO<sub>x</sub>) similar to those which will be implemented for particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction NO<sub>x</sub> thresholds of significance provided that the project does not:

1. Include buildings more than 4 stories tall;
2. Include demolition activities;
3. Include significant trenching activities;

4. 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;
5. Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
6. Require import or export of soil materials that will require a considerable amount of haul truck activity; or,
7. Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

### **CONSTRUCTION EMISSIONS CONCLUSION**

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical, as shown above. As noted, the Calvine Station Retail Center project site is less than 35 acres (4.1 acres) and does not involve buildings more than 4 stories tall; demolition activities, significant trenching activities; an unusually compact construction schedule; or, import or export of soil materials requiring a considerable amount of haul truck activity. Therefore, the project falls below the SMAQMD Guide screening criteria for construction emissions related to both Particulate Matter and Ozone precursors and impacts are ***less than significant***.

### ***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.

Typically, a project must be comprised of large acreages or intense uses in order to result in significant operational air quality impacts. For ozone precursor emissions, the screening table in the SMAQMD Guide allows users to screen out projects that include up to 56 ksf for retail projects. For particulate matter emissions, the screening table allows users to screen out projects that include up to 165 ksf for retail projects. The proposed project consists of approximately 13,600 square feet of building area, and therefore falls below these screening thresholds. Impacts related to operational emissions are ***less than significant***.

### ***CRITERIA POLLUTANT HEALTH RISKS***

All criteria air pollutants can have human health effects at certain concentrations. Air Districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the national ambient air quality standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The NAAQS and CAAQS are informed by a wide range of scientific evidence, which demonstrates that there are known safe concentrations of criteria air pollutants. Because



the NAAQS and CAAQS are based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of these standards, the thresholds established by air districts are also protective of human health. Sacramento County is currently in nonattainment of the NAAQS and CAAQS for ozone. Projects that emit criteria air pollutants in exceedance of SMAQMD's thresholds would contribute to the regional degradation of air quality that could result in adverse human health impacts.

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

### **HEALTH EFFECTS SCREENING**

In order to estimate the potential health risks that could result from the operational emissions of ROG, NO<sub>x</sub>, and PM<sub>2.5</sub>, PER staff implemented the procedures within SMAQMD's *Instructions for Sac Metro Air District Minor Project and Strategic Area Project Health Effects Screening Tools* (SMAQMD's Instructions). To date, SMAQMD has published three options for analyzing projects: small projects may use the Minor Project Health Screening Tool, while larger projects may use the Strategic Area Project Health Screening Tool, and practitioners have the option to conduct project-specific modeling.

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD's Friant Guidance; October 2020). The air district thresholds considered in SMAQMD's Friant Guidance included thresholds from SMAQMD as well as the El Dorado County Air Quality Management District, the Feather River Air Quality Management District, the Placer County Air Pollution Control District, and the Yolo Solano Air Quality Management District. The highest allowable emission rates of NO<sub>x</sub>, ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> from the five air districts is 82 pounds per day (lbs/day) for all four pollutants. Thus, the Minor Project Health Screening Tool is intended for use by projects that would result in emissions at or below 82 lbs/day, while the Strategic Area Project Health Screening Tool is intended for use by projects that would result in emissions between two and eight times greater than 82 lbs/day. The Strategic Area Project Screening Model was prepared by SMAQMD for five locations throughout the Sacramento region for two scenarios: two times and eight times the threshold of significance level (2xTOS and 8xTOS). The corresponding emissions levels included in the model for 2xTOS were 164 lb/day for ROG and NO<sub>x</sub>, and 656 lb/day under the 8xTOS for ROG and NO<sub>x</sub> (SMAQMD 2020).

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

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

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

#### **DISCUSSION OF PROJECT IMPACTS: CRITERIA POLLUTANT HEALTH RISKS**

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

Table IS-4: PM<sub>2.5</sub> Health Risk Estimates

PM <sub>2.5</sub> Health Endpoint	Age Range <sup>1</sup>	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) <sup>2,5</sup>	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) <sup>2</sup>	Percent of Background Health Incidences Across the 5-Air-District Region <sup>3</sup>	Total Number of Health Incidences Across the 5-Air-District Region (per year) <sup>4</sup>
		(Mean)	(Mean)		
<b>Respiratory</b>					
Emergency Room Visits, Asthma	0 - 99	0.95	0.86	0.0047%	18419
Hospital Admissions, Asthma	0 - 64	0.062	0.057	0.0031%	1846
Hospital Admissions, All Respiratory	65 - 99	0.31	0.27	0.0014%	19644
<b>Cardiovascular</b>					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.17	0.15	0.00063%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000079	0.000072	0.0019%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0070	0.0065	0.0021%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.018	0.017	0.0022%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.029	0.027	0.0022%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.11	0.097	0.0019%	5052
<b>Mortality</b>					
Mortality, All Cause	30 - 99	2.0	1.8	0.0040%	44766
Notes:					
<ol style="list-style-type: none"> <li>Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.</li> <li>Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.</li> <li>The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-</li> </ol>					



District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.
5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*.

**Table IS-5: Ozone Health Risk Estimates**

Ozone Health Endpoint	Age Range <sup>1</sup>	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year) <sup>2,5</sup> (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) <sup>2</sup> (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region <sup>3</sup>	Total Number of Health Incidences Across the 5-Air-District Region (per year) <sup>4</sup>
<b>Respiratory</b>					
Hospital Admissions, All Respiratory	65 - 99	0.074	0.060	0.00030%	19644
Emergency Room Visits, Asthma	0 - 17	0.40	0.34	0.0058%	5859
Emergency Room Visits, Asthma	18 - 99	0.61	0.53	0.0042%	12560
<b>Mortality</b>					
Mortality, Non-Accidental	0 - 99	0.046	0.039	0.00013%	30386
Notes:					
<ol style="list-style-type: none"> <li>6. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.</li> <li>7. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or “background health incidence”) values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.</li> <li>8. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.</li> <li>9. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.</li> <li>10. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the <i>Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District</i>.</li> </ol>					

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

### **CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS**

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

### **NOISE**

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

- Result in exposure of persons to, or generation of, noise levels in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies and results in a substantial temporary increase in ambient noise levels in the project vicinity.

Noise is defined as unwanted sound. Sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are measured and expressed in decibels (dB) and 0 dB corresponding roughly to the threshold of hearing. The ambient noise level is defined as the noise from all sources near and far, and refers to the noise levels that are present before a noise source being studied is introduced. A synonymous term is pre-project noise level. To protect citizens and visitors of the County from unhealthy or inappropriate noise levels, the General Plan contains a Noise Element with policies designed to control or abate noise.

### ***COUNTY GENERAL PLAN NOISE ELEMENT***

The goals of the Sacramento County General Plan Noise Element are to: (1) protect the citizens of Sacramento County from exposure to excess noise and (2) protect the economic base of Sacramento County by preventing incompatible land uses from

encroaching upon existing planned noise-producing uses. The General Plan defines a noise sensitive outdoor area as the primary activity area associated with any given land use at which noise sensitivity exists. Noise sensitivity generally occurs in locations where there is an expectation of relative quiet, or where noise could interfere with the activity which takes place in the outdoor area. An example is a backyard, where loud noise could interfere with the ability to engage in normal conversation.

The Noise Element of the Sacramento County General Plan establishes noise exposure criteria to aid in determining land use compatibility by defining the limits of noise exposure for sensitive land uses. There are policies for noise receptors or sources, transportation or non-transportation noise, and interior and exterior noise. The following policies from the Noise Element apply to the project:

NO-1. The noise level standards for noise-sensitive areas of *new* uses affected by traffic or railroad noise sources in Sacramento County are shown by Table 1 (see Table IS-6). Where the noise level standards of Table 1 (see Table IS-6) are predicted to be exceeded at new uses proposed within Sacramento County which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 (see Table IS-6) standards.

**Table IS-6: Noise Element Table 1  
Noise Standards for New Uses Affected by Traffic and Railroad Noise**

<b>New Land Use</b>	<b>Sensitive Outdoor Area – L<sub>dn</sub></b>	<b>Sensitive Interior Area – L<sub>dn</sub></b>
All Residential <sup>5</sup>	65	45
Transient lodging <sup>3,5</sup>	65	45
Hospitals and nursing homes <sup>3,4,5</sup>	65	45
Theaters and auditoriums <sup>3</sup>	None	35
Churches, meeting halls, schools, libraries, etc. <sup>3</sup>	65	40
Office buildings <sup>3</sup>	65	45
Commercial buildings <sup>3</sup>	None	50
Playgrounds, parks, etc	70	None
Industry <sup>3</sup>	65	50
<ol style="list-style-type: none"> <li>1. Sensitive areas are defined in acoustical terminology section.</li> <li>2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.</li> <li>3. Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.</li> <li>4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation either by hospital staff or patients.</li> <li>5. If this use is affected by railroad noise, a maximum (L<sub>max</sub>) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.</li> </ol>		

NO-5. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 (see Table IS-7). Where the noise level standards of Table 2 (see Table IS-7) are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 (see Table IS-7) standards within sensitive areas.



**Table IS-7: Noise Element Table 2  
Non-Transportation Noise Standards Median (L<sub>50</sub>)/Maximum (L<sub>max</sub>)**

New Land Use	Outdoor Area		Interior
	Daytime	Nighttime	Day and Night
All Residential	55 / 75	50 / 70	35 / 55
Transient lodging <sup>4</sup>	55 / 75	---	35 / 55
Hospitals and nursing homes <sup>5,6</sup>	55 / 75	---	35 / 55
Theaters and auditoriums <sup>6</sup>	---	---	30 / 50
Churches, meeting halls, schools, libraries, etc. <sup>6</sup>	55 / 75	---	35 / 60
Office buildings <sup>6</sup>	60 / 75	---	45 / 65
Commercial buildings <sup>6</sup>	---	---	45 / 65
Playgrounds, parks, etc <sup>6</sup>	65 / 75	---	---
Industry <sup>6</sup>	60 / 80	---	50 / 70

a. The Table 2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 2, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.

b. Sensitive areas are defined in the acoustic terminology section.

c. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.

d. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.

e. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.

f. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.

g. Where median (L<sub>50</sub>) noise level data is not available for a particular noise source, average (Leq) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply.

NO-6. Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior

and exterior noise level standards of Table 2 (see Table IS-7) at existing noise-sensitive areas in the project vicinity.

NO-7. The “last use there” shall be responsible for noise mitigation. However, if a noise-generating use is proposed adjacent to lands zoned for uses which may have sensitivity to noise, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 (see Table IS-7) standards at the property line of the generating use in anticipation of the future neighboring development.

NO-8. Noise associated with construction activities shall adhere to the County Code requirements. Specifically, Section 6.68.090(e) addresses construction noise within the County.

NO-13. Where noise mitigation measures are required to satisfy the noise level standards of this Noise Element, emphasis shall be placed on the use of setbacks and site design to the extent feasible, prior to consideration of the use of noise barriers.

### **PROJECT IMPACTS**

The proposed project site is located adjacent to several residential neighborhoods. These include multi-family apartments to the west of the site across Auberry Drive, and a single-family residential neighborhood to the north of the site across Calvine Road and a drainage ditch. The proposed project will install several noise generating sources on-site. These include a drive-thru speaker box for the proposed coffee shop, a drive-thru speaker box for the proposed restaurant, and a car wash, which generates noise from vacuum equipment and dryer fans.

An Environmental Noise Analysis was prepared for the proposed project by Harold S. Goldberg, P.E. dated September 2, 2021 (see Appendix A). The Environmental Noise Analysis conducted ambient noise measurements within the project area. See Plate IS-6 for the specific ambient noise measurement locations and the locations of the proposed restaurant speaker box and proposed coffee shop speaker box. The measurements are one 22-hour long-term noise monitor (LT-1) and two short-term 15-minute measurements (ST-1 and ST-2).

### **RESTAURANT SPEAKER BOX**

According to the Noise Analysis (Appendix A), a typical speaker box noise level was measured for a similar establishment, generating a maximum noise level of 85 dBA at a distance of 3 feet directly in front of the speaker. Since speaker box sound is intermittent and occurs less than 50% of the time, the L<sub>max</sub> is the appropriate criterion in the County’s noise standards (per Table 1, Note 7; see Table IS-6). Additionally, the noise standards are reduced by 5 dBA since the speaker box noise consists of speech sound (per Table 1, Note 1; see Table IS-6).

The nearest residences to the proposed restaurant speaker box are the multi-family apartments across Auberry Drive, which are at least 295± feet away. The sound level from the speaker box decreases at a rate of 6 dBA per a doubling of distance. Thus, the

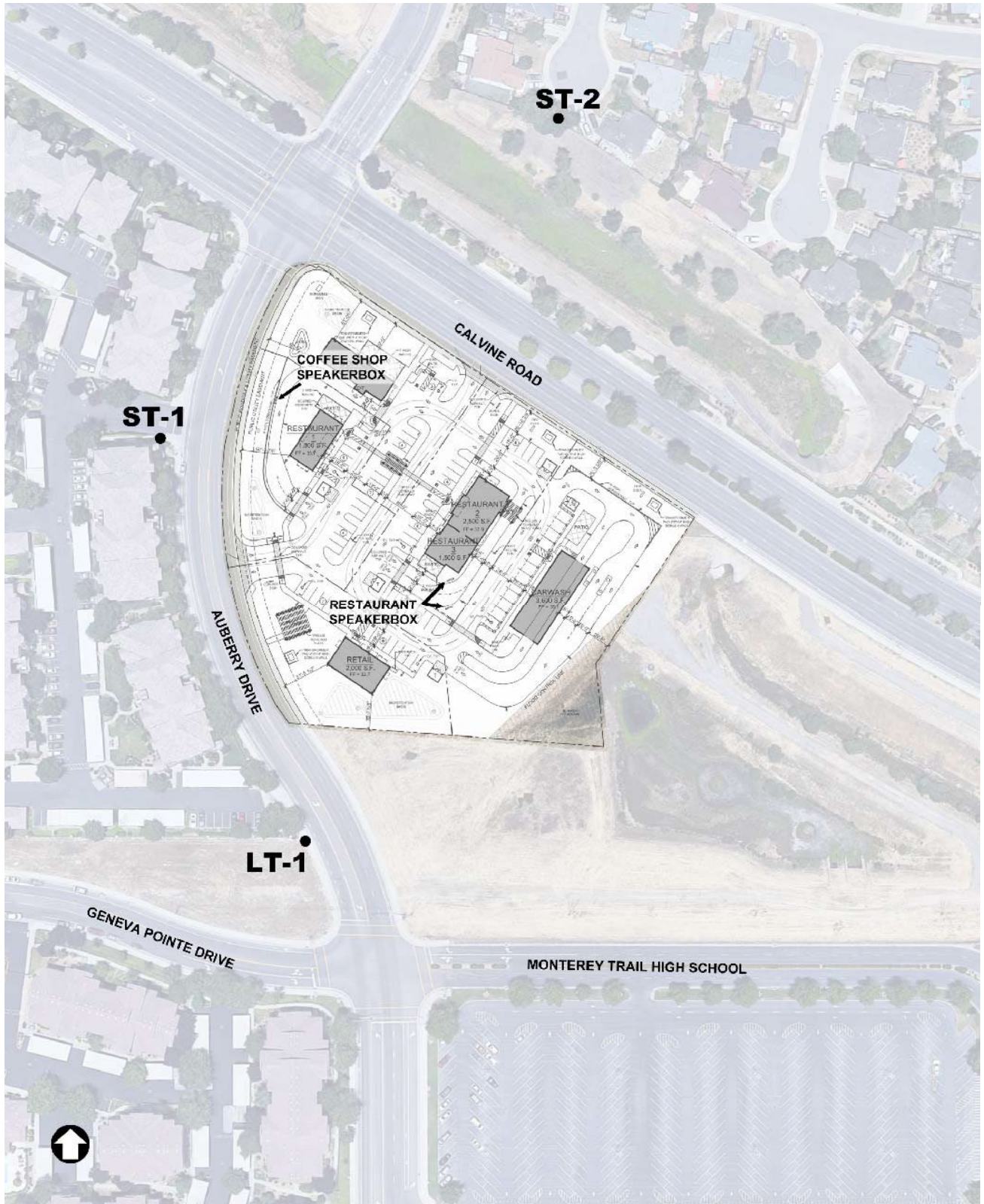
calculated maximum noise level to the apartment complex would be 45 dBA. For the multi-family apartments, the appropriate assessment location is indoors because there is no primary outdoor use area along Auberry Drive. The apartment building is assumed to provide a noise reduction of 20 dBA, with closed windows, which calculates to a maximum interior noise level of 25 dBA. The interior noise falls below the County's interior noise threshold of 35 dBA  $L_{50}$ / 55 dBA  $L_{max}$ ,

The single-family homes across Calvine Road are 500± feet from the restaurant speaker box. At this distance, the restaurant speaker box noise level would be 41 dBA, or less. There is an existing masonry wall between these homes and Calvine Road. This wall reduces the speaker box noise by at least 5 dBA. Therefore, the noise in the outdoor use area of the single-family homes (backyard) is calculated to be 36 dBA or less. As noted above, standard residential construction also attenuates interior noise levels by at least 20 dBA. Noise levels at single-family homes across Calvine Road from the restaurant speaker box are far below noise significance thresholds.

### **COFFEE SHOP SPEAKER BOX**

According to the Noise Analysis (Appendix A), typical speaker box noise levels were measured at a similar establishment, generating a maximum noise level of 61 dBA at a distance of 10 feet directly behind the order board/speaker box. This is the same orientation of the nearest residences, which are the multi-family apartments across Auberry Drive. These residences would be 112 feet from the proposed coffee shop speaker box, and at this distance the calculated maximum outdoor noise level would be 40 dBA. For the interior noise levels, assuming a noise reduction of 20 dBA with closed windows, the maximum interior noise levels would be 20 dBA. The operating hours for the proposed coffee shop drive-thru are 5 AM – 10 PM. The proposed coffee shop speaker box noise falls below both daytime and nighttime noise standards.

**Plate IS-6: Ambient Noise Measurement Locations and Speaker Box Locations**



## **CAR WASH**

According to the Noise Analysis (Appendix A), to quantify noise levels from the proposed car wash use, acoustical measurements at a similar establishment were conducted. The operating hours for the proposed car wash used in the noise modeling are 8 AM – 8 PM. Thus, the analysis used County daytime noise standards. The major noise source was the dryer blowers at the exit of the car wash building. The dryer fans (blowers) turned on and off depending on the usage of the car wash. With a steady queue of cars the dryer fans can be in use continuously. Therefore, the appropriate noise criterion is the L<sub>50</sub> noise level. The noise measurements indicate that the noise levels vary depending on the direction from the car wash exit and entrance. Plate IS-7 illustrates the location of the proposed car wash use noise sources in relation to the surrounding residential land uses.

The highest noise level was measured directly opposite (on axis) with the exit. The multi-family apartments located to the south of the project site, west of Auberry Drive and south of Geneva Point Drive are directly in line (on axis) with the car wash tunnel exit opening. These residences are 485± feet from the car wash building and, based on a sound level attenuation of 6 dBA per doubling of distance, the noise level at the apartment complex would be 68 dBA. Noise attenuation mitigation is required for the project to incorporate silencers on the blower fans. These silencers can provide a noise reduction of up to 4.5 dBA for locations on axis with the exit of the car wash. With this noise reduction applied, the calculated noise level is 63 dBA at the apartment complex west of Auberry Drive and south of Geneva Point Drive.

The multi-family apartments directly across Auberry Drive from the project site would be exposed to an outdoor noise level from the car wash of up to 64 dBA, at a distance of 370± feet. These residences are closer to the car wash than the apartments farther south but not directly on axis with the car wash tunnel opening. The closest residences to the proposed car wash use are the single-family homes across Calvine Road, at a distance of 400± feet. These residences would be exposed to noise emanating from the entrance of the car wash tunnel, which is much quieter than the exit. Based upon noise measurements and the distance, the noise level calculated would be 57 dBA. The existing 6-foot tall sound wall at the single-family homes would further reduce the noise level within the homes' backyard by 5 dBA to a maximum calculated noise level of 52 dBA.

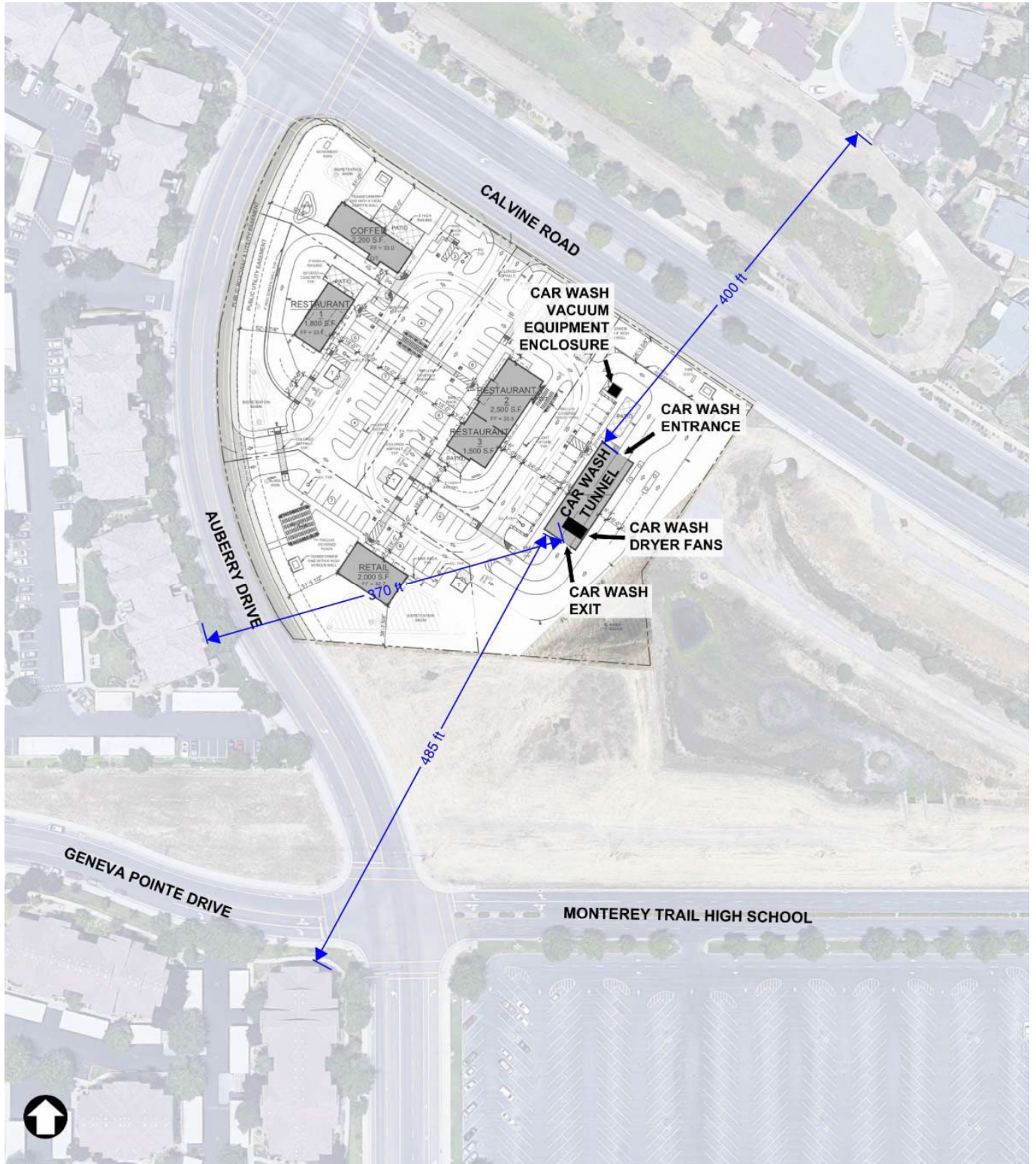
The vacuum equipment will be located in two enclosures near the parking area adjacent to the car wash building. According to acoustical measurements conducted from a similar establishment, the vacuum enclosures generate a noise level of 44 dBA at a distance of 30 feet. Based on this calculation, the vacuum noise would be 25 dBA or less at the distance of the single-family homes across Calvine Road, which are at least 300 feet away, and would not significantly add to the overall car wash noise level.

The car wash noise levels meet County noise standards for the single-family homes across Calvine Road, but will exceed the interior noise level standards for the multi-family apartment locations described above, even after the noise reduction of 20 dBA with closed windows. The interior noise levels from the proposed car wash use are calculated to be 44 dBA for the multi-family apartments across Auberry Drive, exceeding the noise



standard by 4 dBA. The interior noise levels from the proposed car wash use are calculated to be 43 dBA (plus 5 dBA for ambient noise per the noise study) for the multi-family apartments west of Auberry Drive and south of Geneva Point Drive, exceeding the noise standard by 9 dBA. Pursuant to the recommendation of the noise analysis (Appendix A), noise attenuation mitigation is required for the project to comply with County noise standards. Mitigation includes sound absorptive treatments to the interior surfaces of the car wash building, a sound blocking hood that covers the top portion of the car wash exit where the dryer blower fans will be located, and selecting dryer fans that achieve a performance standard of 75 dBA at a distance of 50 feet from, and on axis (in line) with, the exit of the car wash tunnel. The car wash plans and dryer fan noise data shall be submitted for review by a qualified acoustical consultant. The County Environmental Coordinator will also review and approve the noise data for compliance with the Sacramento County General Plan Noise Element standards. Additional noise mitigation measures may be required to ensure compliance with the County Noise standards. With the above noise attenuation measures, project impacts related to noise will be reduced to ***less than significant with mitigation***.

### Plate IS-7: Car Wash Noise Sources and Measurements from Adjacent Residential Properties



## **HYDROLOGY AND WATER QUALITY**

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

- Alter the existing drainage patterns in such a way that it causes flooding;
- Contribute runoff that would exceed the capacity of existing or planned stormwater infrastructure;
- Place housing within the 100-year floodplain;
- Place structures in a 100-year floodplain that would cause substantial impacts as a result of impeding or redirecting flood flows;
- Develop in an area that is subject to 200 year urban levels of flood protection (ULOP), or;
- Expose people or structures to substantial loss of life, health, or property as a result of flooding.

### ***FLOODPLAIN AND FLOODING***

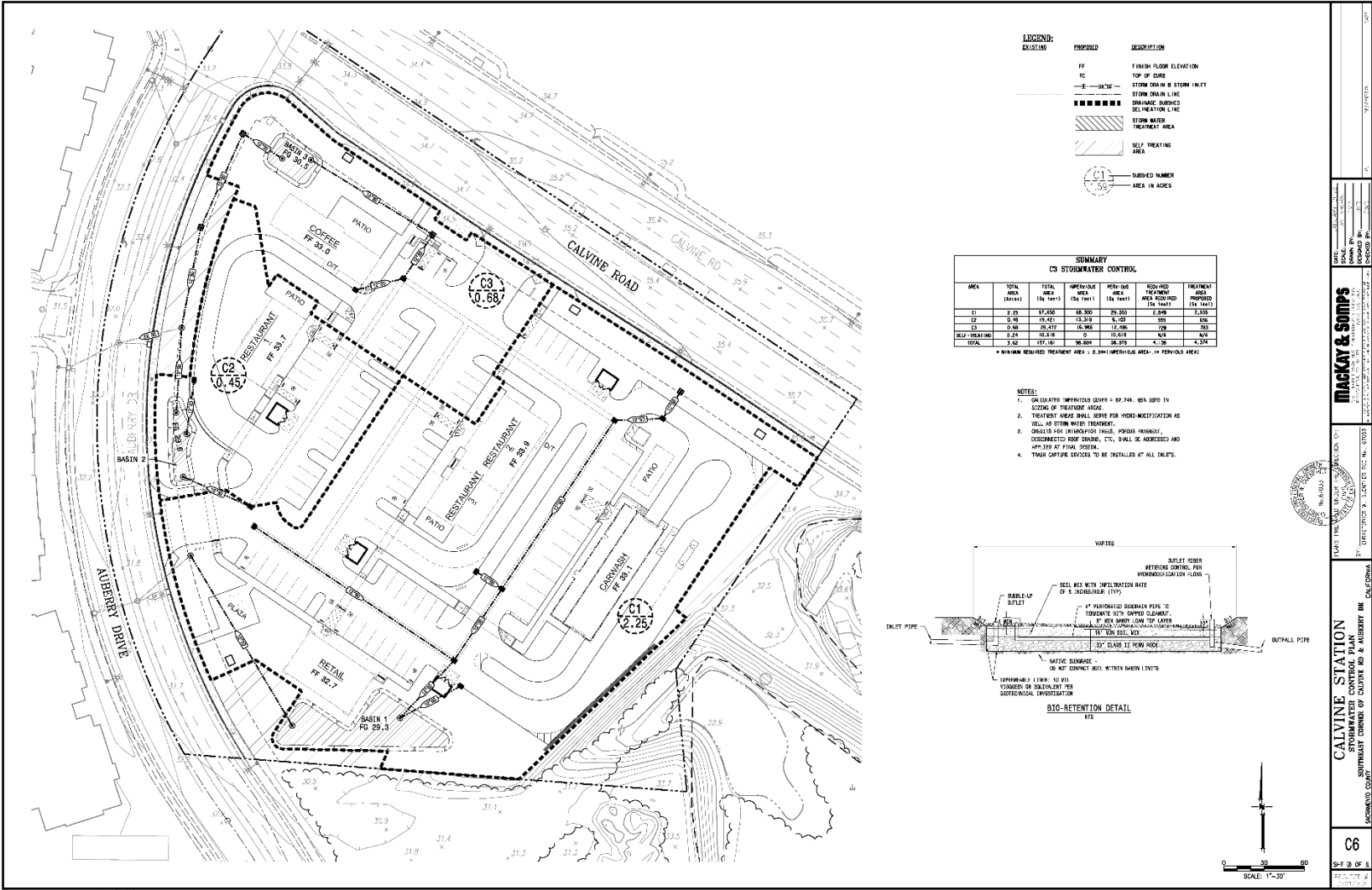
The subject parcel is located within an area identified on the FEMA FIRM Panel Number 06067C as “Zone X,” 500-year floodplain. The project site is not located in the local flood hazard zone but is surrounded by parcels that are located in this zone. A portion of the adjacent parcel to the east is located in the Flood zone AE designation, with re-routed Strawberry Creek running parallel to the site on this adjacent parcel. The project site is located within the Strawberry Creek watershed. The southeast corner of the project site is within a County-maintained storm drain detention basin that is associated with Strawberry Creek. This basin was constructed as a part of the adjacent Monterey Trail High School circa 2002. This portion of the project site is fenced off from the remainder of the parcel, and will be privately owned and maintained as part of the proposed project with the Tentative Parcel Map (see Plate IS-5).

A preliminary drainage study was prepared for the proposed project titled “Calvine Commercial Storm Drainage Analysis Memorandum” dated 08/02/2021. Three bio retention basins/storm water swales are proposed as part of the project’s development to assist with drainage and storm water retention. Basin #1 will be located at the rear of the parcel next to the proposed retail building. Basin #2 will be located along Auberry Drive at the middle portion of the parcel behind one of the proposed restaurant buildings. Basin #3 will be located at the corner of the Calvine Road/Auberry Drive intersection next to the proposed coffee shop building and associated patio. See Plate IS-8 (Storm Water Control Plan) for the specific locations of the proposed basins.

The Sacramento County Department of Water Resources (DWR) reviewed and approved the preliminary drainage study and provided conditions of approval (D. Mezentsev 9/14/2021). The project conditions include providing a Level 4 drainage study for review

and approval by DWR that will expand upon the approved preliminary drainage analysis and providing an improvement plan level stormwater quality treatment, hydromodification, and Low Impact Development (LID) calculations and design documentation prior to improvement plan/grading plan submittal. Additional conditions include project compliance with minimum floor elevations pursuant to the Sacramento County Floodplain Management Ordinance and installing on-site drainage facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards. Compliance with DWR's conditions of approval will ensure that project impacts related to drainage are ***less than significant***.

Plate IS-8: Storm Water Control Plan





## **WATER QUALITY**

### **CONSTRUCTION WATER QUALITY: EROSION AND GRADING**

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

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

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

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

Applicable projects applying for a County grading permit must show proof that a WDID# has been obtained and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the CGP, the County does have the authority to ensure

sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components. The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP.

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

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

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

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Regional Water Board. Project compliance with the requirements outlined above, as administered by the County and the Regional Water Board will ensure that project-related erosion and pollution impacts are ***less than significant***.

#### **OPERATION: STORMWATER RUNOFF**

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

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment projects. Source control BMPs are

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

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

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

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

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

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

## **BIOLOGICAL RESOURCES**

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

- have a substantial effect on a special status species, sensitive habitat, or protected wetland;
- if it would interfere substantially with the movement of wildlife; or
- if it would conflict with applicable ordinances, policies, or conservation plans.

### ***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 analysis contained below addresses the applicability of the SSHCP, and mitigation has been designed to comply with the SSHCP.

#### **CONSISTENCY WITH THE SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN**

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.

The baseline mapping for the SSHCP land covers is illustrated in Plate IS-9 and Plate IS-10. The land covers outlined in the baseline map are an interpretation of habitat based on remote sensing analysis over a number of years prior to the adoption of the SSHCP. Therefore, these land covers are intended to serve as a guide as to what may be present on the project site and are intended to be updated. During the local impact authorization process, these land covers will be refined, and calculation of project mitigation impact fees will be based on project specific survey and wetland delineation data. Plate IS-9 indicates the land cover type the County has on record, while Plate IS-10 indicates the land cover types from the Biological Assessment prepared by Moore Biological Consultants dated March 29, 2021 (Appendix B).

Field surveys were conducted on March 8 and March 10, 2021, consisting of walking throughout the project site, making observations of habitat conditions, and noting surrounding land uses, habitat types, and plant and wildlife species. The fieldwork

included a delineation of potentially jurisdictional Waters of the U.S. and wetlands as defined by the U.S. Army Corps of Engineers (ACOE, 1987; 2008) and a search for special-status species and suitable habitat for special-status species. Trees near the site were assessed for the potential use by nesting raptors, especially Swainson's hawk. The project site was also searched for burrowing owls or ground squirrel burrows with evidence of past occupancy by burrowing owls.

The analysis contained in this section is consistent with the protocol for covered species analysis under the SSHCP. Compliance with the SSHCP will ensure that impacts to covered species and their habitat will be less than significant. The mitigation contained in this chapter has been structured such that the required mitigation is consistent with the adopted SSHCP mitigation and monitoring protocols.

The applicant will be required to obtain a signed SSHCP authorization form from the Environmental Coordinator for potential impacts to terrestrial and aquatic habitats. The project will comply with the requirements of the SSHCP, including adherence to the Avoidance and Minimization Measures (Appendix C), as well as payment of fees to support the overall SSHCP Conservation Strategy. The project is consistent with, and aids in the goals set forth in the proposed SSHCP. Impacts with regards to consistency with the proposed SSHCP are ***less than significant with mitigation.***





**Plate IS-10: SSHCP Land Cover Types as Verified thru Biological Assessment**



### **WETLANDS AND WATERS OF THE U.S.**

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).

### ***DISCUSSION OF PROJECT IMPACTS***

According to the Biological Assessment (Appendix B), the only potentially jurisdictional Waters of the U.S. or wetlands observed is the portion of the constructed storm drain basin located in the southeast corner of the site, encompassing 0.02 acres and designated with the land cover type of Freshwater Marsh (see Plate IS-10). This storm drain detention basin was constructed in 2002 when Monterey Trail High School was under construction and captures road runoff from nearby areas. A re-routed portion of Strawberry Creek is located just north of the basin, separated by an elevated levee road. There is a large culvert connecting this storm water basin to Strawberry Creek, indicating a hydrologic connection of some capacity between these two features. Historical aerial photographs revealed that Strawberry Creek once meandered through the center of the project site prior to being re-routed due to surrounding development in the area.

The site has been extensively graded since the channel was re-aligned and there is no evidence today of the prior creek channel within the project site. Only a small portion of the outer-most edge of the basin is within the project site and this area is likely dry most of the year. The area contained standing water during March 2021 field surveys following a rain event. This area of the basin supports a mixture of upland and wetland species including Baltic rush, curly dock, seaside barley, annual fireweed, and English plantain.

The remainder of the site consists of upland grassland that has been periodically mowed and/or disked for decades and subject to grading disturbance in the past. Sanford's arrowhead and Boggs Lake hedge-hyssop may occur within the deeper pockets of the detention basin outside the site boundary or within nearby Strawberry Creek. No other marshes, vernal pools, seasonal wetlands, ponds, creeks, lakes, or any other potentially jurisdictional Waters of the U.S. or wetlands were observed on-site.

The proposed project will avoid construction in the storm drain basin that encompasses 0.02 acres on-site. Additionally, the basin is fenced off from the rest of the project site. Avoidance and Minimization Measures related to Best Management Practices in compliance with the SSHCP will ensure that project impacts to the on-site storm drain basin are ***less than significant***.

### ***SPECIAL STATUS SPECIES***

The SSHCP permit strategy relies on the USFWS biological opinion (BO) that includes all future SSHCP covered activities requiring a CWA 404 permit, eliminating the need for individual project-by-project consultations under ESA Section 7. Compensatory mitigation for the loss of valley grassland habitat is satisfied through the SSHCP by payment of per acreage compensatory mitigation fees for the valley grassland (or other verified habitat) land cover type.

The SSHCP land cover type data from the Biological Assessment (Appendix B) indicate that the project site contains 4.08 acres of Valley Grassland (see Plate IS-10). As previously discussed, the exact acreage of land cover type is subject to ground-truthing and verification during the SSHCP permit authorization process. The species discussions below focus on those special status species that have probability to occur with the valley grassland land cover.

### **BURROWING OWLS**

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.

According to the California Fish and Wildlife “Staff Report on Burrowing Owl Mitigation” (March 2012), surveys for burrowing owl should be conducted whenever suitable habitat is present within 500 feet of a proposed impact area; this is also consistent with the “Burrowing Owl Survey Protocol and Mitigation Guidelines” published by The California Burrowing Owl Consortium (April 1993). Occupancy of burrowing owl habitat is confirmed whenever one burrowing owl or burrowing owl sign has been observed at a burrow within the last three years.

The California Fish and Wildlife Staff Report on Burrowing Owl Mitigation indicates that the impact assessment should address the factors which could impact owls, the type and duration of disturbance, the timing and duration of the impact, and the significance of the impacts. The assessment should also take into account existing conditions, such as the visibility and likely sensitivity of the owls in question with respect to the disturbance area and any other environmental factors which may influence the degree to which an owl may be impacted (e.g. the availability of suitable habitat).

#### ***DISCUSSION OF PROJECT IMPACTS***

According to the Biological Assessment (Appendix B), very few ground squirrel burrows were observed during the field survey. While there are currently limited burrows on-site, burrowing owls are known to occur in the project area and may nest on-site if burrow habitat becomes available in the future. The nearest occurrence of nesting burrowing owls in the California Natural Diversity Database (CNDDDB) search area is approximately 0.5 miles northwest of the project site. If project construction occurs after the next nesting season, mitigation is required for burrowing owl surveys. With participation in the SSHCP, project impacts related to burrowing owls are ***less than significant with mitigation***.

#### **SWAINSON’S HAWK AND NESTING BIRDS OF PREY**

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.

#### ***NESTING BIRDS OF PREY***

This section addresses raptors which are not listed as endangered, threatened, or of special concern, but are nonetheless afforded general protections by the Fish and Game



Code. Raptors and their active nests are protected by the California Fish and Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Section 3(18) of the Federal Endangered Species Act defines the term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered “take.” Thus, take may occur both as a result of cutting down a tree or as a result of activities nearby an active nest which cause nest abandonment.

Raptors within the Sacramento region include tree-nesting species such as the red-tailed hawk and red-shouldered hawk, as well as ground-nesting species such as the northern harrier. The following raptor species are identified as “special animals” due to concerns over nest disturbance: Cooper’s hawk, sharp-shinned hawk, golden eagle, northern harrier, and white-tailed kite.

To avoid impacts to nesting raptors, mitigation involves pre-construction nesting surveys to identify any active nests and to implement avoidance measures if nests are found – if construction will occur during the nesting season of March 1 to September 15. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting raptors, potentially resulting in nest abandonment or other harm to nesting success. If nests are found, the developer is required to contact California Fish and Wildlife to determine what measures need to be implemented in order to ensure that nesting raptors remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. If no active nests are found during the focused survey, no further mitigation will be required.

### ***DISCUSSION OF PROJECT IMPACTS***

According to the Biological Assessment (Appendix B), the project site is within the nesting range of Swainson’s hawks, although this species is not widespread within the project area. The CNDDDB contains a few records of nesting Swainson’s hawks in the greater project vicinity and the nearest occurrence of nesting Swainson’s hawks from the CNDDDB search area is approximately 1 mile southwest of the project site. There are no trees on-site, but there are a few relatively large trees in close proximity to the site. These are mostly ornamental species used as landscaping within the surrounding residential subdivisions that are not large enough to be used by nesting Swainson’s hawk. The ruderal grassland on-site provides very low quality, yet potentially suitable foraging habitat for this species. Due to the relatively small size of the site, surrounding development, and presence of irrigated cropland and large open fields in the greater project vicinity providing high quality foraging habitat, it is unlikely Swainson’s hawks forage on-site on more than an occasional basis. Other special-status birds, such as tricolored blackbird, white-tailed kite, and Cooper’s hawk, may fly over or forage in the area on occasion, but would not be expected to nest in or immediately adjacent to the project site. Participation in the SSHCP will ensure that project impacts are ***less than significant with mitigation.***

## **WESTERN POND TURTLE**

The western pond turtle (*Emys marmorata*)<sup>1</sup>, is listed as a California Species of Special Concern by the California Department of Fish and Wildlife. According to the Fish and Wildlife Life History Account for the species, the western pond turtle is an aquatic turtle that usually leaves the aquatic site to reproduce, to aestivate, or to overwinter. Western pond turtles require some slack- or slow-water aquatic habitat. High-gradient streams with minimal cover or basking habitat are not suitable. In pond environments, the species typically only leaves the water to reproduce, whereas in stream environments the turtles more commonly leave the water to aestivate or overwinter, in addition to leaving for reproduction. Turtles leave the water to overwinter in October or November, and typically become active in March or April. Mating typically occurs in late April or early May, but may occur year-round. Most egg-laying occurs in May or June, but may occur as early as April or as late as August. The hatchlings remain in the nest over the winter, and emerge in the spring. Suitable nesting locations have dry soils (usually in a substrate with a high clay or silt fraction) on a slope that is unshaded and may be at least partially south-facing. The nest site can be up to 1,300 feet from the aquatic habitat, but it is more typical for the nest to be within 650 feet of aquatic habitat. The Life History Account conservatively recommends a buffer of 1,650 feet to ensure that neither adults nor nests will be impacted.

The California Fish and Wildlife has not published mitigation or other regulatory guidance for the treatment of impacts to this species. As a result, mitigation is focused on preventing construction activities from resulting in direct mortality of a western pond turtle. The developer will be required to perform surveys 24-hours prior to ground-disturbing activity to ensure that there are no western pond turtles within or near the construction area.

## ***DISCUSSION OF PROJECT IMPACTS***

According to the Biological Assessment (Appendix B), Strawberry Creek and the detention basin east of the site are potentially suitable for western pond turtle. However, these areas lack woody debris that pond turtles use for basking and the banks of both of these aquatic features are vegetated in ruderal grassland vegetation; this species prefers sandy banks for nesting. The nearest occurrence of western pond turtle in the CNDDDB search area is approximately 3 miles southwest of the project site. With participation in the SSHCP, project impacts related to western pond turtle are ***less than significant with mitigation***.

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<sup>1</sup> The western pond turtle was identified as being comprised of two subspecies, one of which was the northwestern pond turtle (*Clemmys marmorata marmorata*). It is still listed as such in the Fish and Game Life History Account, as the account was written in 1994; however, the current special animals list clarifies that subsequent research has shown that the subspecies designations were not warranted, and the western pond turtle is now tracked only by species, not subspecies.

## **WESTERN RED BAT**

There are many bat species which can be found in Sacramento County, the following of which are listed as special animals: pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevillii*), and Yuma myotis bat (*Myotis yumanensis*). The pallid bat and western red bat are state-listed Species of Special Concern, while the Yuma myotis is a special animal. All three bat species roost within either natural or human-made structures, such as caves, mines, crevices (including under bridges), hollow trees, and in abandoned or seldom-used buildings. Young are born to the species in the spring and early summer (maternity colonies typically begin to form in April, and births occur from May through early July, depending on the species). Threats to the species include loss of foraging and roosting habitat, and disruption of maternity colonies.

County policies and ordinances already require one-to-one replacement of most large-scale grassland habitat (for the Swainson's hawk) and for wetland habitats, which will also act to conserve bat foraging habitat. Given the wide range of habitats suitable for foraging and the presence of County policies which will continue to ensure the mitigation of the most common types of foraging habitat in the County, the loss of this habitat is of less concern than would be the loss of the more specialized roosting habitat or the disruption of maternity colonies.

### ***DISCUSSION OF PROJECT IMPACTS***

According to the Biological Assessment (Appendix B), although not identified in plant and wildlife species databases, the stretch of Strawberry Creek near the project site is mapped as potential foraging habitat for western red bat, since the species is known to forage habitats adjacent to streams and rivers. There is potential for the species to fly over or forage the project site on occasion, but there is no roosting habitat on-site to support western red bat. . Project impacts to western red bat are ***less than significant***.

### **CONCLUSION**

The Biological Assessment (Appendix B) concluded that due to a lack of suitable habitat, no special-status plants are expected to occur on the project site. Additionally, with the exception of Swainson's hawk, burrowing owl, and western pond turtle, no special-status wildlife species are expected to occur on-site on more than a very occasional or transitory basis. The SSHCP AMMs include mitigation for burrowing owls, Swainson's Hawks, nesting raptors, and western pond turtle. Participation in the SSHCP and compliance with the SSHCP AMMs (Appendix C) will ensure that project impacts to special status species are ***less than significant with mitigation***.

## **CULTURAL RESOURCES**

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

- Cause a substantial adverse change in the significance of a historical resource;
- Have a substantial adverse effect on an archaeological resource; or

- Disturb any human remains, including those interred outside of formal cemeteries.

Under CEQA, lead agencies must consider the effects of projects on historical resources and archaeological resources. A “historical resource” is defined as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5[a] of the Guidelines). Public Resources Code (PRC) Section 5042.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for CRHR eligibility. Impacts to historical resources that materially impair those characteristics that convey its historical significance and justify its inclusion or eligibility for the NRHP or CRHR are considered a significant effect on the environment (CEQA Guidelines 15064.5)).

In addition to historically significant resources, an archeological site may meet the definition of a “unique archeological resource” as defined in PRC Section 21083.2(g). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, mitigation measures shall be required (PRC Section 21083.2 (c)). CEQA Guidelines Section 15064.5 (e) outlines the steps the lead agency shall take in the event of an accidental discovery of human remains in any location other than a dedicated cemetery.

### **CULTURAL SETTING**

A Cultural Resources Assessment Report was prepared for the project by ECORP Consulting, Incorporated dated June 2021. The following information and analysis is based on this report.

A search of records and historical information on file at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) was conducted on May 26, 2021 for the project area and a one-quarter-mile radius. The records search identified nine previous cultural resource studies conducted within the one-quarter mile radius of the project site. One historic-era cultural resource was previously recorded within the search radius, but no cultural resources have been recorded within the project area. This historic-era cultural resource is P-34-699, historic-era Calvine Road. With Calvine Road being realigned and re-routed over the years, the roadway has lost its integrity and is not considered a historic resource under the NRHP or CRHR.

Although the previous cultural resource studies prepared included the project area, these studies were conducted in smaller segments at different times, and did not accurately represent a complete analysis of the project site. Thus, on May 27, 2021, ECORP Consulting, Incorporated conducted a pedestrian survey of the project site. The archaeologists surveyed the site using transects spaced 15 meters apart. According to the report, no subsurface investigations or artifact collections were found during the pedestrian survey.

## **CULTURAL RESOURCES PROJECT IMPACTS**

No cultural resources were identified within the project area as a result of the pedestrian survey. If previously unidentified cultural resources are encountered during project implementation, a qualified professional archeologist should be contacted to evaluate the resource. Prehistoric resources include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock or human burials. Historic resources include stone or abode foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

The project is unlikely to impact human remains buried outside of formal cemeteries; however, if human remains are encountered during construction, mitigation is included specifying how to comply with CEQA Guidelines Section 15064.5 (e), Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code.

There are no known cultural or archeological resources on the project site, but mitigation has been included to ensure that if any are found during groundbreaking activities, all construction is to be halted and Planning and Environmental Review (PER) is to be contacted immediately. Impacts related to cultural resources from the project are ***less than significant***.

## **TRIBAL CULTURAL RESOURCES**

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

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with a cultural value to a California Native American tribe, that is:
  - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or;
  - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Under PRC Section 21084.3, public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources (21080.3.1(a)).

### **TRIBAL CULTURAL RESOURCE SETTING**

In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, formal notification letters were sent to those tribes who had previously requested to be notified of Sacramento County projects on October 8, 2021. No requests for consultation were received. E-mail correspondence received from the United Auburn Indian Community of the Auburn Rancheria (UAIC) dated October 25, 2021 stated that their records do not identify known tribal cultural resources within the project area; however, there is increased cultural sensitivity within the project vicinity due to the re-routed Strawberry Creek adjacent to the project site. UAIC representatives deferred to Wilton Rancheria for tribal consultation on this project. No response has been received to date from Wilton Rancheria related to this project.

The Native American Heritage Commission (NAHC) was contacted on May 25, 2021 by ECORP Consulting, Incorporated to request a review of the Sacred Lands File (SLF) for information on Native American cultural resources in the project area. In the NAHC response dated June 28, 2021, it was indicated that a search of the SLF returned a negative result.

### **DISCUSSION OF PROJECT IMPACTS – TRIBAL CULTURAL RESOURCES**

Through consultation under CEQA, tribes indicated that the project vicinity may be sensitive to tribal cultural resources. Mitigation is included for the inadvertent discovery of cultural resources, including tribal cultural resources. With this mitigation in place, project impacts to tribal cultural resources will be ***less than significant with mitigation***.

### **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 BACKGROUND***

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.<sup>2</sup>

**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 our resources in order to comply with AB 32. It also highlights actions already taken to become more efficient, and targets future mitigation and adaptation strategies. This document is available at [http://www.green.saccounty.net/Documents/sac\\_030843.pdf](http://www.green.saccounty.net/Documents/sac_030843.pdf). The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

Goals in the section on agriculture focus on promoting the consumption of locally-grown produce, protection of local farmlands, educating the community about the intersection of agriculture and climate change, educating the community about the importance of open space, pursuing sequestration opportunities, and promoting water conservation in agriculture. Actions related to these goals cover topics related to urban forest management, water conservation programs, open space planning, and sustainable agriculture programs.

Goals in the section on energy focus on increasing energy efficiency and increasing the usage of renewable sources. Actions include implementing green building ordinances and programs, community outreach, renewable energy policies, and partnerships with local energy producers.

Goals in the section on transportation/land use cover a wide range of topics but are principally related to reductions in vehicle miles traveled, usage of alternative fuel types, and increases in vehicle efficiency. Actions include programs to increase the efficiency of the County vehicle fleet, and an emphasis on mixed use and higher density development, implementation of technologies, and planning strategies that improve non-vehicular mobility.

Goals in the section on waste include reductions in waste generation, maximizing waste diversion, and reducing methane emissions at Kiefer landfill. Actions include solid waste reduction and recycling programs, a regional composting facility, changes in the waste vehicle fleet to use non-petroleum fuels, carbon sequestration at the landfill, and methane capture at the landfill.

Goals in the section on water include reducing water consumption, emphasizing water efficiency, reducing uncertainties in water supply by increasing the flexibility of the water allocation/distribution system, and emphasizing the importance of floodplain and open

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<sup>2</sup> 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.



space protection as a means of providing groundwater recharge. Actions include metering, water recycling programs, water use efficiency policy, water efficiency audits, greywater programs/policies, river-friendly landscape demonstration gardens, participation in the water forum, and many other related measures.

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 Communitywide CAP (Phase 2B) has been in progress for some time (<https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/CAP.aspx>) but was placed on hold in late 2018 pending in-depth review of CAP-related litigation in other jurisdictions.

The commitment to a Communitywide CAP is identified in General Plan Policy LU-115 and associated Implementation Measures F through J on page 117 of the General Plan Land Use Element. This commitment was made in part due to the County’s General Plan Update process and potential expansion of the Urban Policy Area to accommodate new growth areas. General Plan Policies LU-119 and LU-120 were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. This second phase CAP is intended to flesh out the strategies involved in the strategy and framework CAP, and will include economic analysis, intensive vetting with all internal departments, community outreach/information sharing, timelines, and detailed performance measures. The County is currently preparing this second phase CAP and it is expected to be completed in 2020. The Countywide CAP was re-initiated in early 2020, with a target adoption of 12-18 months from July 1, 2020.

### ***THRESHOLDS OF SIGNIFICANCE***

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

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. The Sacramento County Board of Supervisors adopted the updated GHG threshold in December 2020. 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 table (equivalent to 1,100 metric tons of CO<sub>2e</sub> per year). If a project’s operational emissions are less than or equal to 1,100 metric tons of CO<sub>2e</sub> 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.
  - EV Capable requires the installation of “raceway” (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)
  - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-8. Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. For projects that exceed 1,100 metric tons per year, then compliance with BMP 3 is also required:

- BMP 3 – Reduce applicable project VMT by 15% residential and 15% worker relative to Sacramento County targets, and no net increase in retail VMT. In areas with above-average existing VMT, commit to provide electrical capacity for 100% electric vehicles.

SMAQMD’s GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-8.

**Table IS-8: SMAQMD Thresholds of Significance for Greenhouse Gases**

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

***PROJECT IMPACTS*****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 ***less than significant***.

**OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS**

To address the use of natural gas for the cooking equipment associated with the proposed restaurant uses, a GHG Analysis Memo was prepared for the project by Ramboll Consulting dated December 21, 2021 (see Appendix D). The memo stated that the projected annual natural gas usage associated with the project would be 684,400 kBTU/year, with an associated carbon dioxide equivalent (CO<sub>2</sub>e) emissions of 36 metric tons (MT) per year. Several options were provided to offset GHG Emissions, including implementation of electrical vehicle charging stations and/or solar photovoltaic integration with the project. Ultimate selection of alternatives to offset GHG Emissions will occur at the time of submittal for improvement plans and may include one of the above, both, or other alternatives. The project will implement BMP 1 and BMP 2 in its entirety, based upon the GHG mitigation as stated to include alternatives to offset emissions from the proposed restaurant uses. As such, the project can be compared to the operational screening table. The operational emissions associated with the project are less than 1,100 MT of CO<sub>2</sub>e per year. Mitigation has been included such that the project will implement BMP 1 and BMP 2, with project alternatives for offsetting emissions. With mitigation, the impacts from GHG emissions are ***less than significant with mitigation***.

## **ENVIRONMENTAL MITIGATION MEASURES**

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

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: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES**

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

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and

off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, [doors@arb.ca.gov](mailto:doors@arb.ca.gov), or [www.arb.ca.gov/doors/compliance\\_cert1.html](http://www.arb.ca.gov/doors/compliance_cert1.html).

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

### **MITIGATION MEASURE B: NOISE ATTENUATION**

To reduce noise impacts to adjacent residential properties from the proposed car wash use, the following sound attenuation measures shall be applied, per the recommendations of the project's Environmental Noise Analysis dated September 2, 2021 (Appendix A). Additional noise mitigation measures may be required to comply with Sacramento County General Plan Noise Element standards.

- A. Sound absorptive treatments to the interior surfaces of the car wash building;
- B. A sound blocking hood that covers the top portion of the car wash exit where the dryer blower fans will be located;
- C. Select dryer fans that achieve a performance standard of 75 dBA at a distance of 50 feet from, and on axis (in line) with, the exit of the car wash tunnel. The car wash plans and dryer fan noise data shall be submitted for review by a qualified acoustical consultant to confirm compliance with the Sacramento County General Plan Noise Element standards. The noise data report shall be also be reviewed and approved by the County Environmental Coordinator.

### **MITIGATION MEASURE C: PARTICIPATION IN THE SSHCP**

To compensate for impacts to approximately 4.08 acres of Valley Grassland, 0.02 acre of Freshwater Marsh, and potential impacts associated with Swainson's Hawk, burrowing owl, nesting raptors, and western pond turtle, the applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (Appendix C), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction.

## **MITIGATION MEASURE D: INADVERTENT DISCOVERY OF CULTURAL RESOURCES OR TRIBAL CULTURAL RESOURCES**

In the event that human remains are discovered in any location other than a dedicated cemetery, work shall be halted and the County Coroner contacted. For all other potential tribal cultural resources [TCRs], archaeological, or cultural resources discovered during project's ground disturbing activities, work shall be halted until a qualified archaeologist and/or tribal representative may evaluate the resource.

- **Unanticipated human remains.** Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.
- **Unanticipated cultural resources.** In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.
  - a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.
  - b. If a potentially-eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

## **MITIGATION MEASURE E: GREENHOUSE GASES**

The project is required to incorporate the Tier 1 Best Management Practices or propose Alternatives that demonstrate the same level of GHG reductions as BMPs 1 and 2, listed below. At a minimum, the project must mitigate natural gas emissions and provide necessary wiring for an all-electric retrofit to accommodate future installation of electric space heating, water heating, drying, and cooking appliances.

### *Tier 1: Best Management Practices (BMP) Required for all Projects*

- BMP 1: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
  - PER has received a technical memorandum from Ramboll (Appendix D, dated 12.21.2021) that outlines alternatives to BMP 1 for the proposed project. The alternatives outlined are as follows:
    - Electric Vehicle Charging Stations Implementation (Estimation of 5 EVCS)
    - Solar PV Integration (Estimation of 150kW of rated PV production)
 Both of these options may be valid alternatives to BMP 1; ultimate selection will occur at the time of submittal of improvement plans and may include one, all, or other alternatives.
  - Cooking apparatus shall be pre-wired to convert to electric, induction, or a similar technology in the future.
  - The installation of natural gas hook-ups shall not be allowed to HVACs or boilers.
- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.
  - EV Capable requires the installation of “raceway” (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).
  - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations.

## **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 Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is \$3,500.00. 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**

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>1. LAND USE - Would the project:</b>					
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 the environmental policies of the Sacramento County General Plan and the Sacramento County Zoning Code.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community.
<b>2. POPULATION/HOUSING - Would the project:</b>					
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 is located in an area designated for urban uses/growth and is consistent with existing land use designations. Development of the site and the associated extension of public infrastructure to serve the site would not result in substantial unplanned population growth. A less than significant 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 occur.
<b>3. AGRICULTURAL RESOURCES - Would the project:</b>					
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. No impact will occur.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production. A less than significant impact will result. No impact will occur.
<b>4. AESTHETICS - Would the project:</b>					
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. 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 occur.
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.
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 lighting, but will not result in safety hazards or adversely affect day or nighttime views in the area. A less than significant impact will result.
<b>5. AIRPORTS - Would the project:</b>					
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. No impact will occur.
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 occur.
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 occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 occur.
<b>6. PUBLIC SERVICES - Would the project:</b>					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider (California American Water) 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.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
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. A less than significant impact will result.
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. A less than significant impact will result.
<b>7. TRANSPORTATION - Would the project:</b>					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		The project does not conflict with or is inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). The vehicles miles traveled associated with the proposed retail center is considered locally-serving and will have minor transportation impacts. A less than significant impact will result.
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.



	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. A less than significant impact will result.
<b>8. AIR QUALITY - Would the project:</b>					
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 will result.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors. A less than significant impact will result.
<b>9. NOISE - Would the project:</b>					
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 will generate a noise source in excess of applicable standards, but mitigation will reduce these impacts to less than significant levels. Refer to the Noise discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).
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 result.
<b>10. HYDROLOGY AND WATER QUALITY - Would the project:</b>					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will incrementally add to groundwater consumption; however, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are minor. 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. A portion of the adjacent property located to the east of the site is within the 100-year floodplain. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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, but a portion of the adjacent property located to the east of the site is within the 100-year floodplain. Compliance with the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
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.
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.
<b>11. GEOLOGY AND SOILS</b> - Would the project:					

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>12. BIOLOGICAL RESOURCES - Would the project:</b>					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?		X			The project site contains possible suitable habitat for Swainson's Hawk, western pond turtle, nesting raptors, and burrowing owl. Mitigation (AMMs) 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			The project site contains 4.10 acres of suitable habitat (Valley Grassland/Freshwater Marsh) according to the SSHCP land cover types. 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 portion of an off-site basin associated with Strawberry Creek is located on the project site, but no construction activities are proposed within the stream/basin area. 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. A less than significant impact will result.
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. A less than significant impact will result.
f. Conflict with any local policies or ordinances protecting biological resources?			X		The project is consistent with local policies/ordinances protecting biological resources. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
<b>13. CULTURAL RESOURCES - Would the project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource?				X	No historical resources would be affected by the proposed project. No impact will occur.
b. Have a substantial adverse effect on an archaeological resource?			X		An archaeological survey was conducted on the project site. Refer to the Cultural Resources discussion in the Environmental Effects section above.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, standard mitigation has been included to ensure appropriate treatment should remains be uncovered during project implementation. A less than significant impact will result.
<b>14. TRIBAL CULTURAL RESOURCES - Would the project:</b>					
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. Tribal cultural resources have not been identified in the project area. Refer to the Cultural Resources discussion in the Environmental Effects section above. Standard unanticipated discovery mitigation is included so that a less than significant impact will result.
<b>15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>					
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project 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. No impact will occur.
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.
<b>16. ENERGY – Would the project:</b>					
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 new retail uses 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.



	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>17. GREENHOUSE GAS EMISSIONS – Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X			The project will fully comply with the SMAQMD GHG Tier 1 BMPs. As such, the project screens out of further analysis and impacts are less than significant. See the GHG discussion 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	Commercial and Offices	X		
Community Plan	N/A	X		
Land Use Zone	GC (General Commercial)	X		

## **INITIAL STUDY PREPARERS**

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Environmental Coordinator: Joelle Inman  
Section Manager: Julie Newton/Meg De Courcy  
Environmental Analyst: Carol Gregory  
Office Manager: Belinda Wakesa-Batts  
Administrative Support: Justin Maulit