



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:** PLNP2021-00153
2. **Title and Short Description of Project:** Siemens Mobility Expansion Project

The project consists of the following planning entitlement requests:

A **General Plan Amendment** of approximately 1.77 acres from the existing Medium Density Residential (MDR) land use designation and approximately 1.95 acres from the existing Low Density Residential (LDR) land use designation to the proposed Intensive Industrial (INT IND) land use designation.

A **Zoning Ordinance Amendment** to remove a 1.77-acre parcel (APN 065-0030-004) from the Old Florin Town Special Planning Area (SPA) boundaries.

A **Zoning Ordinance Amendment** to remove two parcels (APN 065-0030-023 and -018) from the South Sacramento Industrial (Gerber Road and Florin Road) Neighborhood Preservation Area (NPA) boundaries.

A **Community Plan Amendment** of approximately 3.72 acres from the existing Residential 2 (RD-2) land use designation to the proposed Industrial Office Park (MP) land use designation.

A **Rezone** of approximately 1.77 acres from the existing Old Florin Town SPA - Mixed Use Residential zoning and approximately 1.95 acres from the existing RD-2(NPA) zoning district to the proposed Light Industrial (M-1) zoning district.

If approved, the applicant would continue using the site for storage of their manufactured rail cars and overflow parking. Additional near-term, physical improvements to the site would include the construction of onsite drainage facilities, including bio retention basins and an underground drainage system for conveying stormwater runoff, replacing the gravel surface authorized by a temporary use permit with a paved asphalt surface, lighting improvements, landscaping, and installation of a masonry wall along the perimeter of the site. The project proponent has stated that the site may be developed with a more intensive M-1 use in the future as SMC operations expand, but there are no plans at this time.

3. **Assessor's Parcel Number:** 065-0030-004-0000, 065-0030-023-0000, and 065-0030-018-0000
4. **Location of Project:** The project site consists of three parcels located at 7356, 7372, and 7382 French Road, approximately 0.3 miles south of Florin Road in the South Sacramento community of unincorporated Sacramento County.
5. **Project Applicant:** Siemens Mobility Inc.
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

CONTROL NUMBER: PLNP2021-00153

NAME: Siemens Mobility Expansion Project

LOCATION: The project site consists of three parcels located at 7356, 7372, and 7382 French Road, approximately 0.3 miles south of Florin Road in the South Sacramento community of unincorporated Sacramento County.

ASSESSOR'S PARCEL NUMBER: 065-0030-004-0000, 065-0030-023-0000, and 065-0030-018-0000

OWNER/APPLICANT:

Siemens Mobility Inc.
One Penn Plaza, 11th Floor
New York, NY 10119

Contact: Gary O'Brien

PROJECT DESCRIPTION

The project consists of the following planning entitlement requests:

1. A **General Plan Amendment** of approximately 1.77 acres from the existing Medium Density Residential (MDR) land use designation and approximately 1.95 acres from the existing Low Density Residential (LDR) land use designation to the proposed Intensive Industrial (INT IND) land use designation.
2. A **Zoning Ordinance Amendment** to remove a 1.77-acre parcel (APN 065-0030-004) from the Old Florin Town Special Planning Area (SPA) boundaries.
3. A **Zoning Ordinance Amendment** to remove two parcels (APN 065-0030-023 and -018) from the South Sacramento Industrial (Gerber Road and Florin Road) Neighborhood Preservation Area (NPA) boundaries.
4. A **Community Plan Amendment** of approximately 3.72 acres from the existing Residential 2 (RD-2) land use designation to the proposed Industrial Office Park (MP) land use designation.

5. A **Rezone** of approximately 1.77 acres from the existing Old Florin Town SPA - Mixed Use Residential zoning and approximately 1.95 acres from the existing RD-2(NPA) zoning district to the proposed Light Industrial (M-1) zoning district.

If approved, the applicant would continue using the site for storage of their manufactured rail cars and overflow parking. Additional near-term, physical improvements to the site would include the construction of onsite drainage facilities, including bio retention basins and an underground drainage system for conveying stormwater runoff, replacing the gravel surface authorized by a temporary use permit with a paved asphalt surface, lighting improvements, landscaping, and installation of a masonry wall along the perimeter of the site. The project proponent has stated that the site may be developed with a more intensive M-1 use in the future as SMC operations expand, but there are no plans at this time.

ENVIRONMENTAL SETTING

The existing Siemens Mobility Campus (SMC) encircles the project site to the north, south and west (reference Plate IS-1). The area east of French Road is developed with small-lot, single-family residential development. The Union Pacific Railroad (UPRR) traverses the western boundary of the SMC, approximately 700 feet west of the project site. The site is currently used by Siemens as a temporary storage lot for light-rail and heavy-rail trains and locomotives that SMC manufactures.

The project site is comprised of three parcels on the western side of French Road in South Sacramento. The cumulative acreage for the site is 3.72 acres. The three parcels were previously developed with single-family residences, which have since been demolished. The project site is relatively flat, with the majority of the site sloping to the west. The high point is a “ridge”, running north to south, which is located approximately 50 feet from the eastern property lines. East of this ridge, the properties slope to the east. Stormwater flows follow their respective on-site slopes.

Approximately 2.47 acres of the project site is currently being used by the applicant as a storage lot. The lot has a gravel surface and draws access from the SMC. The lot is currently screened by a chain-link fence with an attached screening material, on the south, east, and north sides. The fence is located approximately 50 feet from the eastern property lines and 25 feet from the southern-most parcel’s southern property line and the northern-most parcel’s northern property line. The storage lot has four non-native trees within it, but is devoid of vegetation otherwise. The area outside of the fenced area is vegetated with ornamental grasses, invasive weed species, and several non-native trees.

Plate IS-1: Vicinity Map



11/22/2021 10:20:21 AM PLNP2021-00153.GPE.CZB Siemens.Mobility6_Graphics\GIS\vicinitymap.mxd

Plate IS-2: Aerial Image of Existing, Temporary Storage Yard



ENVIRONMENTAL EFFECTS

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

BACKGROUND

To mitigate impacts from COVID-19 to supply chains, construction and development activities, the County Board of Supervisors adopted an Interim Urgency Ordinance (No. 1589) on May 5, 2020. The Ordinance authorizes the issuance of Temporary Use Permits for the emergency temporary use of land, where otherwise the use may not allowed, when a determination of overriding public interest is made.

On May 5, 2020, the Board determined that the use of the subject parcels for the storage of railcars, in various states of completion, represents an overriding public interest by maintaining both essential transportation supplies as well as local employment.

On June 15, 2020, an Emergency Temporary Use of Property was issued by the Zoning Administrator. The permit allowed for the temporary use of the subject parcels for additional lay-down space to store incomplete train assemblies and associated sub sections, interim product storage, and overflow parking for employees for a period of one year. County Code Section 3.10.3.K allows for discretionary approval of an additional one-year extension from the expiration date (June 20, 2021). The Zoning Administrator approved the application for an additional one-year extension on May 14, 2021. The extension is set to expire on June 20, 2022 and no additional extensions may be granted. Conditions of the temporary use permit must be met upon its expiration, including Condition #16 below:

The project area must be cleared of all gravel, storage materials and vehicles within 30 days of the expiration of this permit, or an application must be on file with the Office of Planning and Environmental Review for a renewal of this Emergency Temporary Use Permit or another entitlement allowing for the storage of materials on a permanent basis.

- a. A restoration bond shall be obtained from the Office of Development and Code Services, County Engineering prior to utilization of the site to ensure that the parcels are brought back to their original condition. The bond will be released once the site has either been restored to original condition or entitlements have been obtained for permanent use of the site.

Rather than remove the temporary site improvements to meet the restoration conditions of the temporary use permit, Siemens is now requesting entitlements to make the storage yard a permanent use.

LAND USE

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

- 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.
- Physically disrupt or divide an established community.

SACRAMENTO COUNTY GENERAL PLAN

The project site has two different Sacramento County General Plan land use designations consisting of approximately 1.77 acres of Medium Density Residential (MDR) land use designation and approximately 1.95 acres of Low Density Residential (LDR) land use designation. The existing temporary use and the permanent project request are not consistent with the existing MDR and LDR land use designations; thus, the project includes a General Plan Amendment to designate all 3.72 acres as Intensive Industrial (INT IND) land use designation.

The project site is located adjacent to one single-family residential property to the north and an institutional and residential use to the south but the predominant residential uses are concentrated to the east across French Road. As described above, the SMC generally surrounds the project site to the north, west, and south sides and industrial uses are the predominant land use on the west side of French Road in the project vicinity. Under existing conditions, both of the adjacent residential/institutional uses share adjoining property lines with the SMC, which also has a General Plan land use designation of INT IND.

Although the permanent use of the project site as a storage yard and future employee parking lot is inconsistent with the MDR and LDR land use designations, those uses are compatible with the INT IND land use designation and the surrounding SMC land designation. The continued use of the facility as a storage yard for trains and light rail cars, in various states of completion, is consistent with and supports the continued operations at SMC. General Plan policy supports industry growth especially when environmental impacts are minimal (General Plan Policies LU-54, LU-55). The change in the General Plan designation allows for continued use without significantly disrupting adjacent land uses since those uses already border the SMC campus and associated operations.

Therefore, the requested amendment to the General Plan land use designation would not significantly disrupt or divide the community and the continued use of the site does not

conflict with policies of the General Plan adopted to mitigate environmental impacts. Impacts in regards to consistency with the General Plan are ***less than significant***.

SOUTH SACRAMENTO COMMUNITY PLAN

The project site is located within the South Sacramento community. The County Board of Supervisors adopted the South Sacramento Community Plan (Community Plan) in December 1978. The Community Plan identifies goals and objectives related to land use, population, housing, transportation, noise, utilities and community facilities in order to guide development within the Community Plan area. The Community Plan land use designations for the subject parcels are SPA and RD-2. The project proposes a Community Plan Amendment to change the land use designations of the subject parcels to an Industrial Office Park (MP) land use designation. Although the permanent use of the project site as a storage yard and potential future employee parking lot is inconsistent with the RD-2 land use designation, those uses are compatible with the MP land use designation and SMC's Industrial/Office Park land use designation. The continued use of the facility as a storage yard for trains and light rail cars, in various states of completion, is consistent with and supports the continued operations at SMC. The change in the Community Plan land use designations allows for continued use of the site without significantly disrupting adjacent land uses since those uses already border the SMC campus and associated operations.

Therefore, the requested Community Plan Amendment would not significantly disrupt or divide the community and the continued use of the site does not conflict with policies of the Community Plan. Impacts in regards to consistency with the South Sacramento Community Plan are ***less than significant***.

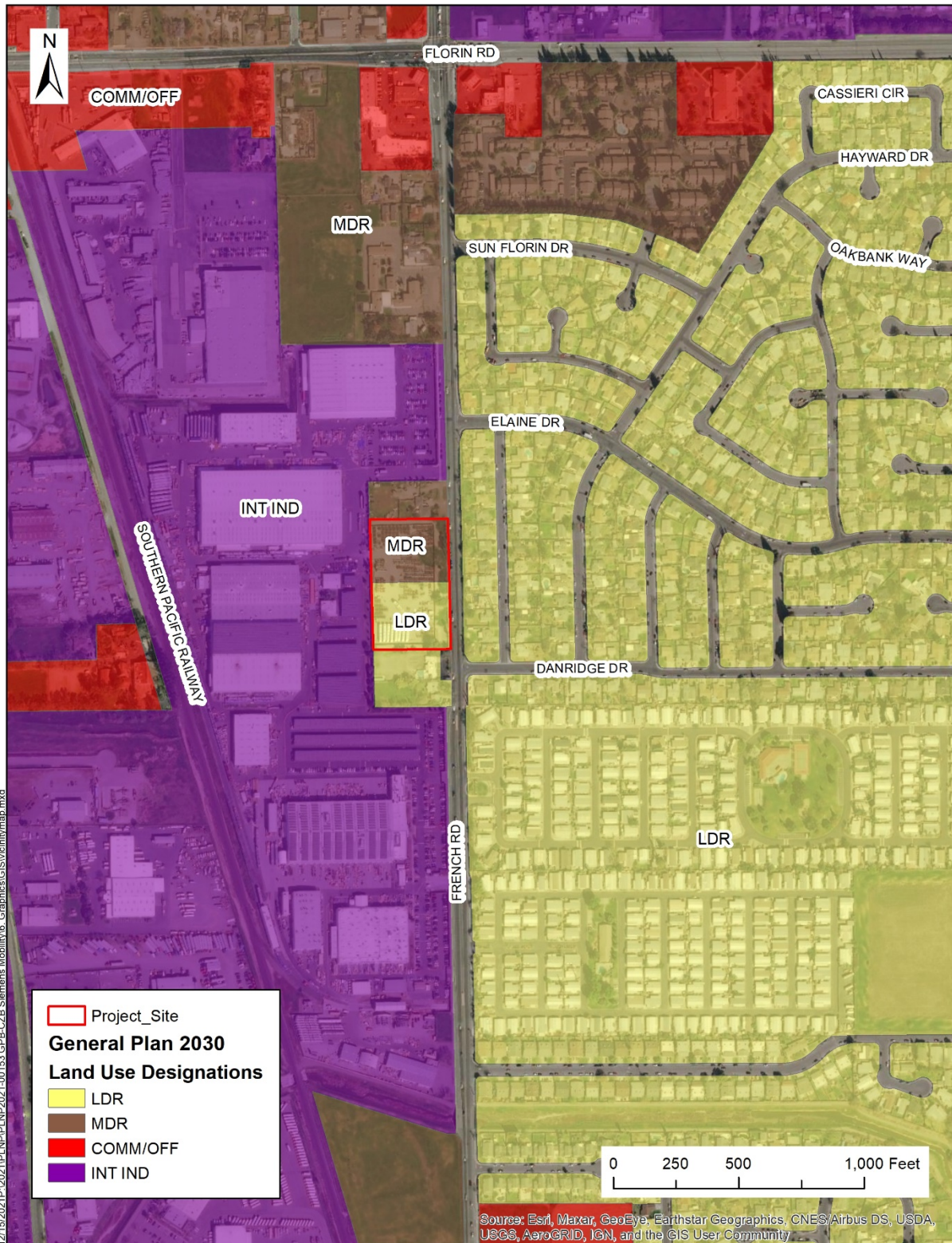
SACRAMENTO COUNTY ZONING CODE, OLD FLORIN TOWN SPECIAL PLANNING AREA, & SOUTH SACRAMENTO INDUSTRIAL NEIGHBORHOOD PRESERVATION AREA

The project site is located within the boundaries of two different special zoning districts governed by separate zoning ordinances. The two different zoning ordinances are the Old Florin Town Special Planning Area (SPA) and the South Sacramento Industrial Neighborhood Preservation Area (NPA). The purpose of these special planning areas is to guide development in an area of the County where there are diverse uses that sometimes conflict while maintaining appropriate development standards and buffers to create a cohesive community. The northerly parcel, APN 065-0030-004, is located within the SPA and the two southerly parcels, APN 065-0030-023 and -018, are located within the NPA. Given that these parcels are a part of the larger SMC, having distinct zoning requirements on the same project site is impractical and would result in conflicts. Therefore, the applicant requests to be removed from the SPA and NPA and instead be governed by the Sacramento County Zoning Code. The rezone request changes the zoning from 1.77 acres of Old Florin Town SPA - Mixed Use Residential zoning and approximately 1.95 acres of RD-2(NPA) zoning to the Light Industrial (M-1) zoning district.

The removal of 1.77 acres from the SPA and 1.95 acres of the NPA does not significantly impact these special zoning districts and the project site would still be required to meet the development standards of the Zoning Code. Given that the existing use will continue to operate on the project site and that use complies with the provisions of the Zoning

Code, there are no significant physical changes to the environment due to the Zoning Amendments and associated Rezone. Impacts are ***less than significant***.

Plate IS-3: Sacramento County General Plan Land Use Designations (2030)



POPULATION/HOUSING

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

- Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere.

The project would not result in the displacement of people or housing as the proposed storage yard currently exists on-site and the prior residences were removed from the parcels upon purchase by Siemens. The requested general plan amendment and rezone would remove the potential for construction of new residences being placed on the site in the future; however, this would not constitute a displacement of people or housing. Additionally, the three parcels are not listed in Sacramento County's Vacant Land Housing Inventory. The Land Inventory identifies vacant and underutilized land available for residential development, within the unincorporated areas of the County, which could accommodate housing for all income groups. The Land Inventory is used to quantify the number of housing units the County can accommodate in relation to the County's "fair share" of the region's housing needs. Since the project is not in the Vacant Land Inventory, would not remove any housing units, and would not displace people, no further analysis is needed. Nor is the construction of replacement housing elsewhere required. Impacts are *less than significant*.

AESTHETICS

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

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

The project site is located in an urbanized area of unincorporated Sacramento County. With the exception of a small church on the south boundary of the project site, as well as two, single-family residential homes on the north and south sides of the project site, the western side of French Road is primarily comprised of industrial uses. The SMC is comprised of 60+ acres and spans approximately 0.5 miles along French Road. The SMC is developed with multiple large warehouses and paved parking lots for approximately 1,400 employees. The majority of residential lots are located on the eastern side of French Road and consist of small-lot suburban tracts.

The temporary storage facility is currently subject to the conditions set forth in the Temporary Use Permit. This includes existing setbacks and use of a screening fence around the perimeter of the storage yard. The requested entitlement to rezone the property to an M-1 zoning district, in addition to the request to remove the project site from the Old Florin Town SPA and South Sacramento Industrial NPA, would require that

the proposed storage yard comply with the M-1 Zoning District development standards set forth in the Sacramento County Zoning Code. The changes in standards between the two area plans and the M-1 Zoning District standards are subtle. The post-project aesthetics would be similar to the current aesthetics. The project proponent would still be required to screen the property, through use of a masonry wall, a minimum six-feet in height (County Zoning Code 5.2.5.D.2). Outdoor storage of goods would be allowed within the buildable area of a lot, if completely screened from view (5.6.2.A, Table 5.14). The setback areas adjacent to residential parcels would require landscaping improvements.

Site and street lighting shall enhance safety for employees, the public and pedestrians, and shall comply with Section 5, Street Light Design of the Sacramento County Improvement Standards. Section 5.9.4.G. for Parking Lot Lighting standards requires that,

1. Lighting shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed downward and away from adjoining properties and public right-of-way, so that no light fixture directly illuminates an area outside of the site, and the light source is not visible from residential properties. New light fixtures, serving uncovered parking lots shall be full cut-off fixtures as defined by the Illuminating Engineering Society of North America. New light fixtures, installed for parking area canopies or similar structures, shall be recessed or flush-mounted, using flat lenses. This standard shall apply to existing businesses.

The project site would need to comply with the 18-foot light pole standard shown in Plate IS-4, since the project site is adjacent to residential zoning districts on the north, south, and east sides.

Plate IS-3: Shielding Provisions for Outdoor Lighting (Figure 5-15 of the Development Standards)



*Outdoor lighting shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining

The proposed project is consistent with the existing industrial aesthetic of SMC. Compliance with M-1 Zoning District Zoning Code Standards will ensure that aesthetic impacts are *less than significant*.

PUBLIC SERVICES

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

- Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities; and/or,
- Result in substantial adverse physical impacts associated with the provision of electric or natural gas service.

DRAINAGE IMPROVEMENTS

Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located under French Rd and on SMC. The extension of facilities would take place within areas already proposed for development as part of the project.

The vertical area of potential effect (APE) for installation of the drainage system generally ranges from 18 inches to 36 inches; however, installation of the wet well and pump system will likely involve excavation to a depth of 16-18 feet in the western portion of the site in the proposed bioretention basin area. The proposed drainage improvements are minor in

nature and are limited to the project site and the bioretention basin area adjacent to the site, on the western boundaries. The construction of the proposed system and tie-ins to existing drainage facilities would not result in a significant adverse impact; impacts are ***less than significant***.

ELECTRIC UTILITIES

The Sacramento Municipal Utility District (SMUD) provides electrical service for the area. SMUD has existing overhead facilities along French Road and underground 12kV facilities west of the property and within the project site. The project will likely involve a minor extension of these facilities for provision of electric power for lighting and the drainage pump; however, it is not known where new facilities would be placed at this time. Extension of either overhead or underground electrical facilities would require trenching and/or excavation for utility pole placement. The minor extension of these facilities would not result in a significant adverse impact; impacts are ***less than significant***.

TRANSPORTATION/TRAFFIC

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

- Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County;
- Result in a substantial adverse impact to access and/or circulation; and/or
- Result in a substantial adverse impact to public safety on area roadways.

VEHICLE MILES TRAVELLED (VMT)

Senate Bill 743 (Steinberg, Chapter 386, Statutes of 2013; SB 743) modified how transportation impacts are evaluated under CEQA by requiring Lead Agencies to disclose how a project's transportation impacts affect greenhouse gas emissions rather than automobile delay. The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding greenhouse gas reduction, active transportation and complete streets, and smart growth. As a result, the Governor's Office of Planning and Research recommended the adoption of VMT as the metric to determine the significance of transportation impacts under CEQA. CEQA Guidelines §15064.3, which addresses the use of VMT as the metric for transportation analysis, indicates "[b]eginning on July 1, 2020, the provisions of this section shall apply statewide" (see subdivision (c)).

The County of Sacramento Department of Transportation (DOT) reviewed the project and provided an expected trip generation table, which analyzes the estimated trips from the current use (the existing zoning districts; RD-2 & Old Florin Town SPA - Mixed Use Residential Zoning) versus the proposed use (proposed zoning district, with a Manufacturing use). The DOT's trip generation table show that the proposed M-1 zoning would not result in trip increases. Since the proposed rezone would generate less than

237 daily trips, a VMT analysis for the proposed project is not required. Additionally, the near-term daily operations for the storage yard consist of moving rail cars to or from the storage yard within other areas of SMC. These trips are internal only, account for 1-10 trips a day, and are considered de minimis.

Impacts related to VMT are ***less than significant***.

ACCESS AND CIRCULATION

Access to/from the site would be limited from within SMC; the site would not draw access from French Road. The site currently utilizes one gravel driveway on the western boundary of the northern most parcel. The preliminary drainage report shows potential plans for two additional 30-foot wide driveways on the western side of the project site. Since daily operations consist of 1-10 trips to the storage yard, and that the speed limit within SMC is 10 miles per hour, the project would not result in a substantial adverse impact to access and/or circulation.

The DOT reviewed the project and did not provide conditions related to internal driveways. Similarly, the Sacramento Metropolitan Fire District (Metro Fire) reviewed the project and did not provide conditions related to internal access or driveways. Since the site will not draw access from French Road, the project would not result in a substantial adverse impact to public safety on area roadways.

Impacts related to access and circulation 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; and/or,
- Expose sensitive receptors to pollutant concentrations in excess of standards

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

Table IS-1: Air Quality Standards Attainment Status

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

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

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

3. For both that 1997 and the 2008 Standard.

4. Cannot be classified

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

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

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

Table IS-2: SMAQMD Significance Thresholds

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

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

PARTICULATE MATTER AND OZONE PRECURSOR (NO_x) EMISSIONS

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

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

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

The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that 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.

DISCUSSION OF PROJECT IMPACTS

The proposed project is less than 35 acres, does not involve buildings of more than four stories, does not include demolition activities, an unusually compact construction schedule, nor will it require import or export of soil materials with a considerable amount of haul truck activity; however, the project does involve cut and fill operations.

The site is relatively flat, but will involve some excavation and trenching activities for construction of the proposed drainage facilities. The project also involves paving approximately 2.47 acres of the site with asphalt, which would require approximately 2,700 cubic yards of fill. The project likely screens out using SMAQMD’s screening guidance; however, CalEEMod was used to estimate construction-related emissions for the grading and paving activities (Appendix A). CalEEMod allows users to model construction criteria air pollutants and precursor emissions from demolition, site grading, asphalt paving, building construction, and architectural coating activities. SMAQMD’s Roadway Construction Emissions Model was used to estimate emissions related to construction of the drainage facilities (Appendix B). The results of the CalEEMod run and Roadway Construction Model are shown in Table IS-3.

Table IS-3: Near-term Construction-Related Emission Estimates

	Constituent in pounds per day			
	ROG	NOx	PM ₁₀	PM _{2.5}
Thresholds	None	85	80	82
CalEEMod Emissions*	3.87	40.16	21.00	11.79
Roadway Model Emissions (Drainage utilities)	0.01	0.72	24.72	5.15
Combined Emissions	3.88	40.88	45.72	16.94
Notes: *CalEEMod analysis only estimated emissions for grading and paving activities. The Roadway Construction Emissions Model estimated emissions for the bioretention basins and sub-grade drainage facilities				

As shown in Table IS-3, construction-related emission estimates do not exceed SMAQMD thresholds.

Although there are no plans at this time, the applicant has indicated that the project site may be developed with another use allowed by the M-1 district, such as a warehouse, as SMC operations expand. A warehouse on the project site would likely screen out under SMAQMD's thresholds as the project site is under 35 acres, would not involve buildings of more than four stories, would not include demolition activities, likely would not have an unusually compact construction schedule, and would not require import or export of soil materials with a considerable amount of haul truck activity; however, CalEEMod was used to estimate construction-related emissions for the scenario (Appendix C).

The CalEEMod analysis assumed that the current residential uses to the north and south would still be present and therefore, the warehouse would have to comply with the existing setbacks on-site. This would limit the warehouse to the same 2.47-acre buildable area as the proposed storage yard, which is equivalent to approximately 110,000 square feet. The modeling also assumed that drainage improvements would already be in place and were not included for this scenario. Construction-related emissions are shown in Table IS-4.

Table IS-4: Construction-Related Emissions for Future M-1 Development Scenario

	Constituent in pounds per day			
	ROG	NOx	PM ₁₀	PM _{2.5}
Daily Threshold	None	85	80	82
CalEEMod Emissions	101.16	14.53	7.76	4.00
Threshold Exceeded?	No	No	No	No

As shown in Table IS-4, construction-related emissions are well below SMAQMD's daily thresholds. Impacts related to construction-related emissions will be **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. Although the site may eventually be used as an overflow parking lot for SMC employees, the paved lot will be used for storage of trains and rail cars in various states of completion. Operational emissions would stem from site lighting, vehicles and/or equipment for moving the trains and rail cars, and intermittent operation of the wet-well pump during and after precipitation. Lighting operational emissions for the project are negligible and only register as quantifiable in the annual CalEEMod report. Mobile emissions would be limited to SMC campus and consist of forklifts, or similar equipment, moving train cars intermittently from manufacturing facilities on SMC to the adjoined storage yard and therefore, are also expected to be negligible.

Operational emissions were also quantified for the same hypothetical 110,000-square foot warehouse scenario discussed in the construction-related emission section above. Estimated emissions for this scenario are shown in Table IS-5.

Table IS-5: Operational Emissions for Future M-1 Development Scenario

Operational Year 2024	Constituent in pounds per day			
	ROG	NOx	PM ₁₀	PM _{2.5}
Thresholds	65	85	80	82
Operational (long-term)	5.09	3.42	4.19	1.19

Neither the proposed project nor a more intensive industrial use (i.e. warehouse) would exceed operational emissions significance thresholds. Since the proposed project is significantly below the operational thresholds adopted by SMAQMD, impacts to air quality are ***less than significant***.

NOISE

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

- 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; and/or,
- Result in a substantial temporary increase in ambient noise levels in the project vicinity.

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 activities taking place in an outdoor activity 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.

CONSTRUCTION RELATED NOISE

Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is ***less than significant*** due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).

OPERATIONAL NOISE

Policies NO-5 and NO-6 of the General Plan Noise Element pertain to non-transportation noise sources.

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 (Table IS-6 of this document). Where the noise level standards of Table 2 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 County of Sacramento General Plan 11 Noise Element Amended December 13, 2017 to reduce projected noise levels to a state of compliance with the Table 2 standards within sensitive areas.

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 at existing noise-sensitive areas in the project vicinity.

Daily operations to and from the storage yard consist of 1-10 trips by a Combilift Straddle Carrier vehicle for the moving of manufactured rail cars and forklifts for movement of any other materials than rail cars. This equipment operates for less than 30 minutes per hour. The sound emitted from the Combilift unit is quieter or comparable to that of a typical forklift. Within the entire SMC, the speed limit for mobile equipment is 10 miles per hour (mph), which helps keep noise emissions to a minimum. These moving operations are strictly limited within the time window of 6:00 am – 8:00 pm on weekdays and 7:00am – 8:00 pm on weekends.

The nearest sensitive outdoor area is a residential backyard approximately 25 feet north of the storage yard area and approximately 150 feet from the centerline of French Road. Daytime noise standards for residential outdoor areas are 55 dB (L_{50})/75 dB (L_{max}). Ambient noise levels from vehicle traffic on French Road was calculated using County DOT traffic counts, the 40mph speed limit, and the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The ambient noise level at 150 feet from the centerline of French Road is 63 dB. Per Table 2 of the Noise Element, 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. This would raise the noise standards for the residential outdoor area to 65 dB (L_{50})/ 85 dB (L_{max}). Diesel powered forklifts typically have a noise output of 90-95 dB (NIOSH 2016). This range was input into a $15(\log_{10})(d1/d2)$ formula to calculate attenuation of a moving noise source. Expected attenuation at 25 feet, without a barrier, is approximately -20.97 dB, which would bring the estimated noise level at the outdoor area to 74.03 dB. This level is within the daytime noise standards without encompassing ambient noise. As mentioned in the Aesthetics discussion, the standards of the M-1 zoning district require a masonry wall (6-foot minimum height) be constructed to screen adjacent residential lots from industrial uses. These standards would require a masonry wall to be constructed on the north, south, and east sides of the project site. The masonry wall would further reduce estimated noise levels for sensitive residential outdoor areas.

While noise pollution from daily operations is currently limited to the movement of rail and train cars to and from the storage yard, future development of the site to a more intensive industrial use, such as a manufacturing warehouse, could add additional noise pollution that exceeds noise level standards at adjacent residential uses. Since manufacturing would likely occur within the building, it is unlikely that noise levels would exceed standards, especially with masonry walls around the facility. However, in order to ensure compliance with County noise standards, mitigation has been included to require the applicant to submit a noise assessment demonstrating compliance with County noise standards for future development of the parcel with a use other than a storage yard or parking lot.

Impacts related to operational noise from the proposed project are ***less than significant***. Impacts related to operational noise from a future use allowed within a M-1 zoning district would be ***less than significant with mitigation***.

Table IS-6: Noise Element Table 2
Non-Transportation Noise Standards Median (L₅₀)/Maximum (L_{max})

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

1. 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.

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

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

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

5. 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.

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

7. Where median (L₅₀) 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.

HYDROLOGY AND WATER QUALITY

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

- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality;
- 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; and/or,
- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems

WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

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

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

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

Applicable projects applying for a County grading permit must show proof that a WDID # has been obtained and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the CGP, the County does have the authority to ensure sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components.

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

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

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

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

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

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

OPERATION: STORMWATER RUNOFF

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

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

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

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

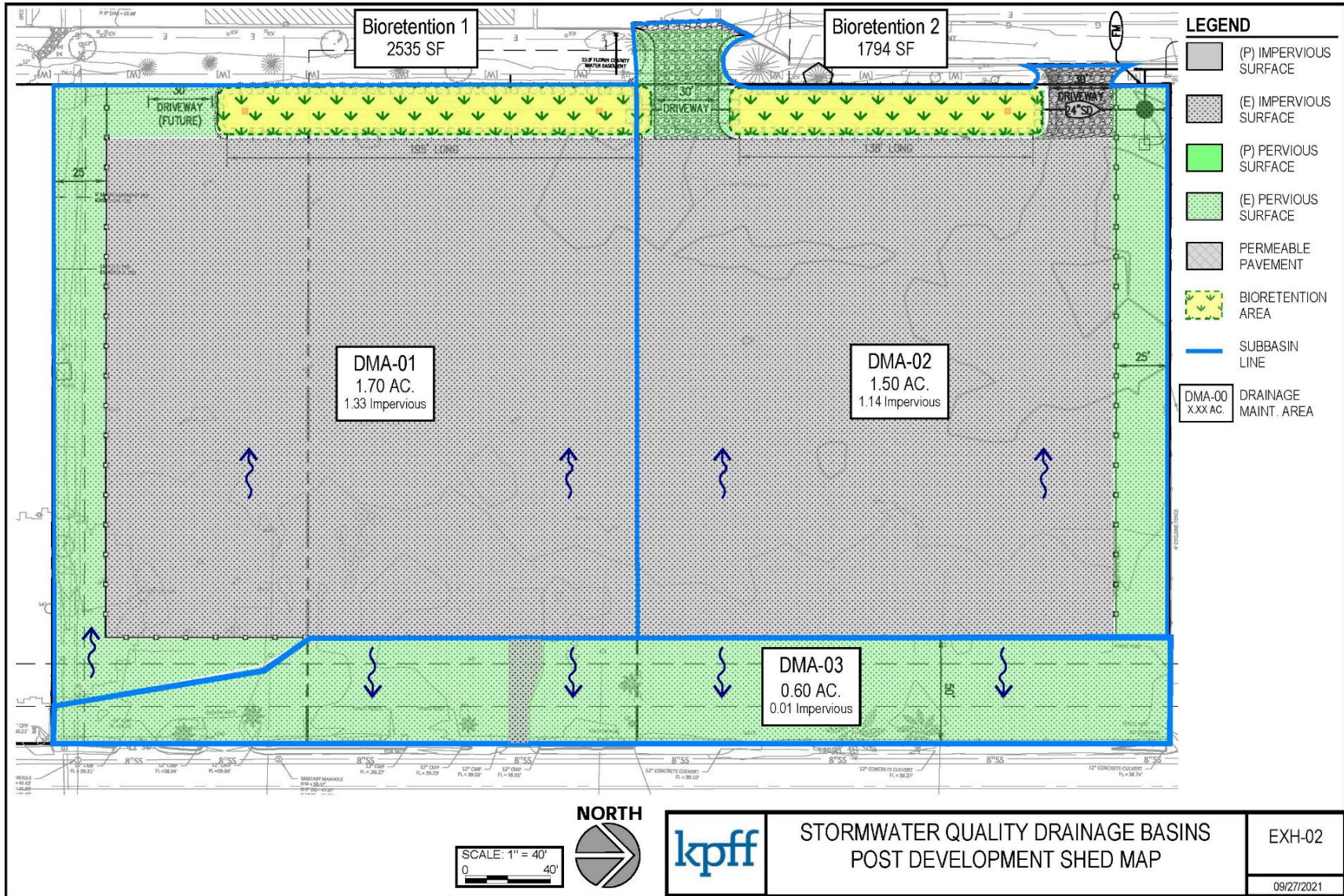
<http://www.waterresources.saccounty.net/stormwater/Pages/default.aspx>

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

Per the Stormwater Quality Design Manual for the Sacramento Region, water quality treatment and hydromodification is required because the project involves more than 5,000 square feet of new impervious surface. KPFF Consulting Engineers prepared a preliminary drainage study for the project (Appendix D). The applicant is proposing dividing the project site into three drainage management areas (DMAs; refer to Plate IS-5). A 6-inch topsoil over a 30-inch bioretention soil media over 9 inches of drainage rock section was designed for the bioretention treatment for DMA 1. DMA 2 has a bioretention section of 18" topsoil over 18" of bioretention soil media over 9" of drain rock. Runoff is filtered through the bioretention sections and collected in 3" perforated pipes located in the drain rock section, connecting to an underground storm drainpipe through a 1" orifice that leads to a lift station. The stormwater is eventually pumped to the existing drainage basin to the northwest. The basin areas will pond to a depth of 12" and a freeboard of 6", with rainfall from larger storm events overflowing into the drain inlet within the basin. Storm water runoff will sheet flow across the existing gravel pavement into the bioretention areas, where it will enter underground storm drainage via a series of drain inlet located within the bioretention. The collected stormwater would then flow into a 24" stormwater pipe north into a Jensen duplex 30HP pump lift station. The lift station then pumps the water via an 8" force main into a manhole near the existing drainage basin to the northwest on SMC property. Once the force main releases the water, it gravity flows into a 24" pipe into the drainage basin. DMA 3 is composed of all three parcels between the ridge line and French Road totaling to a 0.60-acre area. The drainage pattern for DMA 3 slopes toward French Road therefore not contributing to the proposed drainage calculations.

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

Plate IS-4: Proposed Stormwater Quality Facilities



BIOLOGICAL RESOURCES

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

- Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species; and/or,
- Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?

MIGRATORY NESTING BIRDS

The Migratory Bird Treaty Act of 1918, which states “unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill” a migratory bird. Section 3(18) of FESA 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.” To avoid take of nesting migratory birds, minimization measures have been included to require that either activities occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded.

There are several trees and shrubs on the project site and adjacent residential properties that may provide nesting habitat to bird species. Preconstruction surveys for migratory nesting birds will be required if work is to commence between February 1 and September 15. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting migratory birds, potentially resulting in nest abandonment or other harm to nesting success.

Impacts to migratory nesting birds are *less than significant*.

SOUTH SACRAMENTO 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 project is within the Urban Development Area of the SSHCP and is considered a covered activity. Upon review of historic aerials, site photos, and SSHCP baseline mapping classification of Low Density Development, it has been determined that the project screens out and would not require submittal of SSHCP application and authorization forms.

Impacts with regards to consistency with the SSHCP are ***less than significant***.

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; and/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 RESOURCES SETTING

A Cultural Resources Assessment Report was prepared for the project by the applicant's consultant, ECORP Consulting, Inc. (ECORP). The following information and analysis is based on these reports.

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 September 2, 2021 for the project area and a 0.5-mile buffer.

The records search identified 29 previously recorded resources within the 0.5-mile buffer area, but none within the project area.

ECORP conducted a field survey of the project site on September 8, 2021. The archaeologists walked parallel transects of 15-meter separation. The field survey did not identify any cultural resources or indications of buried deposits.

CULTURAL RESOURCES PROJECT IMPACTS

The project is unlikely to impact cultural resources; however, the potential exists for unknown subsurface deposits. Unanticipated discovery mitigation is included to halt work within a 100-foot radius of any discoveries, until a qualified professional archaeologist has evaluated the significance of the find.

The project is located outside of any formal cemeteries and is therefore, unlikely to impact human remains; 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. Project impacts to cultural resources 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:

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

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 RESOURCES SETTING

ECORP submitted a Sacred Lands File Search (SLFS) request to the Native American Heritage Commission (NAHC) on September 9, 2021. On 20, 2021, the NAHC responded that there was a negative SLFS for the project site. The NAHC provided a list of Native American tribes who may have knowledge of tribal cultural resources in the area not on record.

In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, and Senate Bill (SB) 18, codified as Section 65352.3 of the Government Code, formal notification letters were sent to the nine tribes on the NAHC list, on December 7, 2021. The United Auburn Indian Community (UAIC) replied via email, on January 14, 2022, requesting consultation under AB 52.

TRIBAL CULTURAL RESOURCES PROJECT IMPACTS

Correspondence from the UAIC requested that unanticipated discovery mitigation, specific to TCRs be included and kept separate from any cultural resource mitigation measures. UAIC specifically requested that unanticipated discovery mitigation include language regarding tribal identification, evaluation, and treatment recommendations. UAIC also requested that contractors also complete worker awareness training for TCRs.

In the event that TCRs are uncovered during ground disturbing activities, unanticipated discovery mitigation has been included specifying that work be stopped within a 100-foot radius of any discoveries, that the PER and tribal representatives from culturally affiliated tribes shall be contacted. Work within the radius shall not be resumed, until it is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.

Mitigation has been included for UAIC's Cultural Awareness Brochure to be distributed to all workers onsite and that a qualified archaeologists provide a cultural awareness training program to all personnel and workers prior to the commencement of construction activities.

With this mitigation in place, project impacts to tribal cultural resources are ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

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

GREENHOUSE GAS EMISSIONS 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 2050.¹

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. 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

¹ 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.

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 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. County Staff prepared a final draft of the CAP, which was heard at the Planning Commission on October 25, 2021. County staff is now working to address comments received from the Planning Commission, prior to bringing a revised CAP to the County Board of Supervisors

GREENHOUSE GAS EMISSIONS 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, including Light Industrial uses, 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 CO₂e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO₂e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.
 - 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-7. Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. However, SMAQMD provides the caveat that these thresholds are not intended to address projects from which the majority of emissions are not related to building energy or mobile vehicle traffic.

Table IS-7: SMAQMD Thresholds of Significance for Greenhouse Gases

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

GREENHOUSE GAS EMISSIONS 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. As reflected in Table IS-8, estimated construction-related emissions are well below SMAQMD's construction threshold of 1,100 metric tons of CO₂e per year. The project is within the screening criteria for construction related impacts related to air quality. Therefore, construction-related GHG impacts are ***less than significant***.

Table IS-8: Construction-Related Greenhouse Gas Emissions (Metric Tons/Year)

Emissions Source	CO₂e
SMAQMD Construction Threshold	1,100
Project Construction-Related Emissions*	20.35
Future Warehouse Scenario	212.24
Exceeds Threshold?	No
<i>Source: CalEEMod version 2016.3.2. See Appendices A & C for emission model outputs.</i>	

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

Estimated operational emissions were quantified using CalEEMod (Appendix A). Sources of emissions are related to electrical powering of lighting and the wet-well pump; the project will not rely upon natural gas.

Table IS-9: Operational Greenhouse Gas Emissions (Metric Tons/Year) for Storage Yard

Emissions Source	CO ₂ e (MT/yr)
Area Source (landscaping, hearth)	0.00
Energy (Electric)	6.15
Mobile	0.00
Waste	0.00
Water	0.00
Total	6.15

The expected annual emissions of 6.15 metric tons of CO₂e are well below SMAQMD's stationary source, operational threshold of 1,100 metric tons per year (Table IS-9). According to Siemens, SMC receives 80% of its electrical power from solar power. It is unclear whether site lighting would be powered by existing solar facilities or by electricity received from SMUD transmission lines. Since, the current use of the project site as a storage yard, does not involve operational emissions related to building energy or mobile traffic, operational emissions are negligible and likely already offset by existing solar facilities.

Although BMP 2 (EV charging infrastructure) will not be implemented for continued operation of the storage yard, mitigation for BMP 1 and BMP 2 has been included as part of this environmental document. If the project site is converted to an employee parking lot BMP 1 and BMP 2 will be required. The Tier 1 BMPs would also apply to any future development that would have operational energy or mobile CO₂e emissions.

Annual operational emissions for the same 110,000-square foot warehouse scenario discussed in the Air Quality section are included in Table IS-10. Operational emissions from the hypothetical warehouse use estimated a total of 1,035.71 metric tons of CO₂e per year (Appendix C). This estimate conservatively assumed electrical power would be provided by SMUD to demonstrate that the inclusion of energy-related operational emissions would not result in SMAQMD's annual threshold being exceeded. It is important to note that SMC is primarily powered by solar energy and if a new warehouse or another structure kept with that precedent, emissions related to electrical conveyance and building energy would be drastically reduced. Regardless, the project would be required to implement SMAQMD Tier 1 BMPs to further reduce emissions.

The impacts from GHG emissions are ***less than significant***.

Table IS-10: Operational Emissions for Future M-1 Development Scenario

Emissions Source	CO₂e (MT/yr)
Area Source (landscaping, hearth)	2.88
Energy (Electric)	471.47
Mobile	460.38
Waste	67.91
Water	35.94
Total	1,035.71

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures 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: MIGRATORY NESTING BIRD SURVEY

To avoid impacts to nesting migratory birds the following shall apply:

1. If construction activity (which includes clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1 and September 15, a survey for active migratory bird nests shall be conducted no more than 14 day prior to construction by a qualified biologist.
2. Trees slated for removal shall be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during the nesting season, which is February through August, shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.

If active nest(s) are found in the survey area, a non-disturbance buffer, the size of which has been determined by a qualified biologist, shall be established and maintained around the nest to prevent nest failure. All construction activities shall be avoided within this buffer area until a qualified biologist determines that nestlings have fledged.

MITIGATION MEASURE B: UNANTICIPATED DISCOVERIES (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 unexpected cultural resources discovered during project construction, work shall be halted until a qualified archaeologist may evaluate the resource encountered.

1. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Office of Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.
2. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 50-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 50-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 C: UNANTICIPATED DISCOVERIES (TRIBAL CULTURAL RESOURCES)

If any Tribal Cultural Resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find. The appropriate tribal representatives from the culturally affiliated tribe(s) shall be immediately notified.

Work at the discovery location cannot resume until it is determined, in consultation with culturally affiliated tribes, that the find is not a TCR, or that the find is a TCR and all necessary investigation and evaluation of the discovery under the requirements of the

CEQA, including AB 52, has been satisfied. Preservation in place is the preferred alternative under CEQA, and every effort must be made to preserve the resources in place, where feasible.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary.

MITIGATION MEASURE D: CONTRACTOR AWARENESS TRAINING (TRIBAL CULTURAL RESOURCES)

The following mitigation measure is intended to address the cultural sensitivity of the project area by including a Tribal Cultural Resource Awareness Training for relevant project personnel and construction workers. The Tribal Cultural Awareness Training shall be specified included in all Standard Construction Specifications for the project.

1. UAIC's Tribal Cultural Resource Awareness brochure will be distributed.
2. Prior to initial ground disturbance, a qualified archaeologist will provide a cultural resource awareness training for all personnel and construction workers. The program will include relevant information regarding sensitive Tribal Cultural Resources (TCRs), applicable regulations and protocols for avoidance, if feasible, as well as consequences of violating State laws and regulations. The program will describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential TCRs or archaeological resources are encountered. The program will underscore the requirement for confidentiality and culturally appropriate treatment of any find with cultural significance to Native Americans Tribal values. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. Program training materials and sign-in sheets will be provided to Sacramento County Planning and Environmental Review.

MITIGATION MEASURE E: NOISE ASSESSMENT FOR FUTURE DEVELOPMENT

If the project site is developed with a use other than the proposed storage yard or employee parking area, the applicant shall submit a noise assessment report, with submittal of improvement plans or building permits, whichever occurs first. The noise assessment report shall be prepared by a qualified acoustical consultant and demonstrate compliance with County noise standards. Site improvements may be required consistent with the noise assessment in order to achieve compliance with County noise standards.

MITIGATION MEASURE F: SMAQMD TIER 1 BMPS

If the project site is converted into an employee parking lot, or any other use with CO₂e emissions related to building power or mobile traffic, the project must comply with

Sacramento Metropolitan Air Quality Management District (SMAQMD) Tier 1 Best Management Practices for greenhouse gas thresholds.

Per BMP 1 of the SMAQMD Tier 1 BMPs, the project shall be designed and constructed without natural gas infrastructure.

Per BMP 2 of the SMAQMD Tier 1 BMPs for greenhouse gas thresholds, the developer must provide or exceed the minimum number of “EV Ready” parking spaces for nonresidential land use type, in accordance with the 2019 CalGreen Mandatory Measure (Title 24, Part 11).

- EV Ready requires the installation of “raceway” (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage), adequate panel capacity for dedicated branch circuits, 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 **\$2,500.00**. 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

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

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. LAND USE - Would the project:					
a. 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 current application and future improvements are not consistent with the existing General Plan, South Sacramento Community Plan, and Old Florin Town Specific Plan land use designations nor are they consistent with Sacramento County Zoning Code; however, they would be consistent upon approval of the requested entitlements.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community.
2. POPULATION/HOUSING - Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The site is in a developed suburban area of the South Sacramento community. The project will neither directly nor indirectly induce substantial unplanned population growth. The proposed project would allow for the existing temporary use of the sites as a storage facility to be made permanent.
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 therefore, will not displace substantial amounts of existing housing.
3. AGRICULTURAL RESOURCES - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production.
4. AESTHETICS - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. 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.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		Construction will not substantially degrade the visual character or quality of the project site. It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. The project would not substantially degrade the visual character or quality of the project site or vicinity. Refer to Aesthetics section of document.
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 not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.
5. AIRPORTS - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.

	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.
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?				X	The project consists of amendments to the General Plan, Zoning Ordinances, and Community Plan as well as a Rezone, which would allow for the temporarily permitted storage facilities onsite to be made permanent. The project would not result in the need for additional water supply.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The project will not require wastewater services.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?				X	The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		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 electric utility lines and facilities 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 consists of amendments to the General Plan, Zoning Ordinances, and Community Plan as well as a Rezone, which would allow for the temporarily permitted storage facilities onsite to be made permanent. Therefore, the proposed project would not increase demand for emergency services.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
7. TRANSPORTATION - Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		The project consists of amendments to the General Plan, Zoning Ordinances, and Community Plan as well as a Rezone, which would allow for the temporarily permitted storage facilities onsite to be made permanent. The requested entitlements would not result in additional generation of trips.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in a substantial adverse impact to access and/or circulation?			X		<p>The proposed project would create additional access along French Road, but would not result in a substantial adverse impact to access or circulation.</p> <p>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.</p>
c. Result in a substantial adverse impact to public safety on area roadways?			X		<p>The proposed project may result in additional vehicular traffic along French Road, but would not result in a substantial adverse impact to public safety.</p> <p>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.</p>
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		<p>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.</p>

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
8. AIR QUALITY - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant. The California Emissions Estimator Model (CalEEMod) was used to analyze ozone precursor emissions; the project will not result in emissions that exceed standards. Standard mitigation will ensure these impacts are reduced to less than significant levels.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		The project will not expose sensitive receptors to pollutant concentrations in excess of standards. See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?				X	The project will not generate objectionable odors.
9. NOISE - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. Refer to Noise Section for further discussion.

	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.
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?				X	The project will not rely on groundwater supplies and will not substantially interfere with groundwater recharge.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		The project includes minor modifications to existing drainage, via a proposed underground drainage facility and its ancillary systems, but would not substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?				X	The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X	The project site is not within a 100-year floodplain.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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; and, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		The project includes minor modifications to existing drainage, via a proposed underground drainage facility and its ancillary systems, but would not substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards.
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.
11. GEOLOGY AND SOILS - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?				X	The project is not located on an unstable geologic or soil unit.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?			X		Although the project would not require wastewater services, a public sewer system is located along French Road and would be available to serve the project.
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
12. BIOLOGICAL RESOURCES - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		The project site is located in an urbanized area and does not offer natural habitat for any special status species. The project will not have a substantial adverse effect on any special status species, nor would it substantially reduce habitat for any wildlife species.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?			X		No protected surface waters are located on or adjacent to the project site.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X		There are a few trees on the project site and shrubs along French Road that may provide nesting habitat to migratory bird species. 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.
e. Adversely affect or result in the removal of native or landmark trees?			X		No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP) and is considered a covered activity. Upon review of historic aerials, site photos, and SSHCP baseline mapping classification of Low Density Development, it has been determined that the project screens out and would not require submittal of SSHCP application and authorization forms.
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?				X	No historical resources would be affected by the proposed project.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Have a substantial adverse effect on an archaeological resource?				X	No known archaeological resources occur on-site. The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		The project site is located outside any area considered sensitive for the existence of undiscovered human remains. No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was received. Refer to the Tribal Cultural Resources discussion in the Environmental Effects section above.
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	The project does not involve the transport, use, and/or disposal of hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?				X	The project does not involve the transport, use, and/or disposal of hazardous material.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X	The project site is not located within ¼ mile of an existing /proposed school. The project does not involve the use or handling of hazardous material.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?				X	The project is not located on a known hazardous materials site.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within a developed area of the unincorporated County and is not located within a Fire Hazard Severity Zone (FHSZ) as defined by the 2007 CALFIRE FHSZ map for Sacramento County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will 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.
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The project does not have emissions related to building energy or mobile traffic. The project will not rely upon natural gas services. CalEEMod was used to estimate operational emissions from powering of site lighting and intermittent operation of the wet-well pump for stormwater conveyance. See the GHG discussion above.

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

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Medium Density Residential & Low Density Residential		X	The current application is not consistent with the existing General Plan designations, but would be upon approval of the requested entitlements.
Community Plan	RD-2		X	The current application is not consistent with the existing South Sacramento Community Plan designation, but would be upon approval of the requested entitlements.
Land Use Zone	Mixed Use Residential & RD-2 (NPA)		X	The current application is not consistent with the existing SPA land use designations and zoning districts, but would be upon approval of the requested entitlements.

INITIAL STUDY PREPARERS

Environmental Coordinator: Joelle Inman

Associate Environmental Analyst: Josh Greetan

Senior Environmental Analyst : Meg de Courcy

Office Manager: Belinda Wekesa-Batts

Administrative Support: Justin Maulit