**Planning and Environmental Review**
Dave Defanti, Director
Department of Community Development


**County Executive**
**Ann Edwards**

# 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 Mitigated Negative Declaration re: The Project described as follows:

1. **Control Number:** PLNP2019-00305

2. **Title and Short Description of Project:** Recycling Industries Use Permit

   The project requests the following entitlements:

   A **Use Permit** for a facility that formerly qualified as a recycling center and is currently designated as a Medium Volume Transfer Station to obtain a Solid Waste Facilities Permit as a Large Volume Transfer Station in the North Watt Avenue Special Planning Area.

   A **Special Development Permit** to allow the proposed project to deviate from the following development standards:

   Screen Fences (Section 5.2.5.D.5.a): Outdoor storage of materials and equipment shall be located within the buildable portion of the lot (56 feet from Watt Avenue), and screened from view with solid wood fencing, a masonry wall, or chain-link fencing with slats. Screen fencing shall also be located within the buildable portion of the lot. As proposed, outdoor storage of materials and equipment is to be located 25 feet from the Watt Avenue right-of-way and screened from view with open wrought-iron fencing and landscaping.

   A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

   The Use Permit and subsequent Solid Waste Facilities Permit for a Large Volume Transfer Station will allow for the following operations based on the information presented in the draft Transfer Processing Report prepared by the applicant and included as Appendix A:

   - The total volume of material accepted at the facility will not exceed 400 tons per day. Material may include Single Stream Recyclable (“curbside” recyclables) material which may contain over 10 percent residual material, commercial comingled recyclables, clean recyclables, or a combination thereof.
   - The proposed Use Permit will allow for a greater tonnage of residual material (putrescible waste and rejected materials) to be processed than currently allowed. Residual material is not kept on the project site and is removed within 24 to 48 hours to nearby transfer stations or landfills, primarily the North Area Transfer Station.
   - The number of trucks entering and exiting the facility per day is based on the truck type and total volume of material per day. One hundred ninety (190) trips per day (120 inbound and 20 outbound trips and 60 employee trips) will be allowed under this Use Permit.

3. **Assessor’s Parcel Number:** 240-0550-019

4. **Location of Project:** The project site is located at 4741 Watt Avenue, on the southwest corner of Watt Avenue and Winona Way in the North Highlands community.

5. **Project Applicant:** Recycling Industries, 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 Office of County Planning and Environmental Review in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Office Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

**[Original Signature on File]**
**Joelle Inman**
Environmental Coordinator
County of Sacramento, State of California

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

## PROJECT INFORMATION

**CONTROL NUMBER:** PLNP2019-00305

**NAME:** Recycling Industries Use Permit

**LOCATION:** The project site is located at 4741 Watt Avenue, on the southwest corner of Watt Avenue and Winona Way in the North Highlands community (Plate IS-1).

**ASSESSOR'S PARCEL NUMBER:** 240-0550-019

**APPLICANT/OWNER:** Recycling Industries, Inc.
Attn: David Kuhnen

## PROJECT DESCRIPTION

The project requests the following entitlements:

1. A **Use Permit** for a facility that formerly qualified as a recycling center and is currently designated as a Medium Volume Transfer Station to obtain a Solid Waste Facilities Permit as a Large Volume Transfer Station in the North Watt Avenue Special Planning Area.

2. A **Special Development Permit** to allow the proposed project to deviate from the following development standards:

    a. Screen Fences (Section 5.2.5.D.5.a): Outdoor storage of materials and equipment shall be located within the buildable portion of the lot (56 feet from Watt Avenue), and screened from view with solid wood fencing, a masonry wall, or chain-link fencing with slats. Screen fencing shall also be located within the buildable portion of the lot. As proposed, outdoor storage of materials and equipment is to be located 25 feet from the Watt Avenue right-of-way and screened from view with open wrought-iron fencing and landscaping.

3. A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

The Use Permit and subsequent Solid Waste Facilities Permit for a Large Volume Transfer Station will allow for the following operations based on the information presented

in the draft Transfer Processing Report prepared by the applicant and included as Appendix A:

- The total volume of material accepted at the facility will not exceed 400 tons per day. Material may include Single Stream Recyclable ("curbside" recyclables) material which may contain over 10 percent residual material, commercial comingled recyclables, clean recyclables, or a combination thereof.

- The proposed Use Permit will allow for a greater tonnage of residual material (putrescible waste and rejected materials) to be processed than currently allowed. Residual material is not kept on the project site and is removed within 24 to 48 hours to nearby transfer stations or landfills, primarily the North Area Transfer Station.

- The number of trucks entering and exiting the facility per day is based on the truck type and total volume of material per day. One hundred ninety (190) trips per day (120 inbound and 20 outbound trips and 60 employee trips) will be allowed under this Use Permit.

- The hours of operation will remain the same as the existing operation. The facility has a variety of hours of operation for tipping (unloading vehicle) material depending on the waste hauler type.

In addition, the project will be required to install street frontage improvements (sidewalk, curb and gutter) and landscaping improvements along Winona Way and Watt Avenue. New construction is only associated with these improvements.

## BACKGROUND

The Recycling Industries (RI) material recovery facility (MRF) currently processes "clean" recyclables obtained from various businesses, printers and manufacturing facilities as well as residential "curbside" material collected by the County. RI does not, and will not, accept medical wastes, sludge, food waste, green waste, or hazardous waste (except for e-waste, used tires, used waste oil and used vegetable oil that is currently accepted). On peak days, up to 400 tons per day of material is processed at the RI facility. No Municipal Solid Waste (MSW) is accepted at the RI MRF.

The facility is currently open to commercial haulers (Recycling Industries, Sacramento County Waste Management, other waste haulers) from 4am to 12am (the extreme ends of these hours are only one or two Recycling Industries trucks), and open to the public (self-haul, local businesses) from 7am to 3:30pm every day. Processing of material or other operational maintenance needs can occur 24/7, in which all activities remain indoors during overnight hours.

Curbside collection trucks that serve the surrounding North Highlands/Foothill Farms, Carmichael/Foothill Farms, and Antelope communities empty their loads at Material Facility Recovery Centers throughout the greater Sacramento Region including the subject facility.

Historically, facilities such as RI, have generated less than 10 percent residual material from sorting of source separated recyclables. Recent changes in the quality of material received, as well as higher standards required by the off-shore commodities buyers, has resulted in increased residuals, which typically exceed the 10 percent limit required to qualify as a Recycling Center. This resulted, several years ago, in the facility no longer qualifying as a Recycling Center that is exempt from Local Enforcement Agency (LEA)[1] regulation and oversight.

Under State Solid Waste Regulations, a Solid Waste Facility Permit is required to operate since the curbside material being processed contains over 10 percent non-recoverable waste, which is also referred to as "residual material". RI currently has a Registration Tier permit as a Medium Volume Transfer Station from the Sacramento County LEA. The current permit allows the following facility operations:

- The acceptance of up to 100 tons per day of Single Stream Recyclables material which may contain over 10 percent residual material; and
- The acceptance of unlimited tons per day of clean recyclables; and
- The acceptance of e-waste, used tires, used motor and vegetable oil

To date, the facility has exceeded it's allowed 100 tons per day of Single Stream Recyclables; therefore, per the LEA, a Full Solid Waste Facility Permit is required to permit the entire 400 ton per day capacity of the MRF facility including the existing "clean" recyclables already being processed. There is no change in the overall processing capacity and operation at the RI facility; however, the proposed project will change the classification of the RI MRF from a Medium Volume Transfer Station to a Large Volume Transfer Station.

## CEQA Authority

This section outlines the CEQA baseline conditions. According to CEQA statues and guidelines Section 15125(a), "the physical environmental conditions in the vicinity of the project, as they exist at the time the environmental analysis is commenced constitutes the environmental baseline." For this project, the CEQA baseline is a combination of physical site conditions (described below in the environmental setting) and current operations (described above) as a Medium Volume Transfer Station with a Registration Tier Solid Waste Facility Permit issued by the LEA in May 2019.

The Medium Volume Transfer Station Solid Waste Facilities Permit currently allows:

- The acceptance of up to 100 tons per day of Single Stream Recyclables material which may contain over 10 percent residual material;

[1] The Sacramento County Environmental Management Department is the LEA for the County of Sacramento.

- The acceptance of unlimited tons per day of clean recyclables; and,

- The acceptance of e-waste, used tires, used motor and vegetable oil.

The request for a Large Volume Transfers Station Solid Waste Facilities Permit would allow:

- The acceptance of up to 400 tons per day of Single Stream Recyclable material which may contain over 10 percent residual material, commercial comingled recyclables, clean recyclables, or a combination thereof; and,

- The acceptance of e-waste, used tires, used motor and vegetable oil.

The facility is currently classified as a Medium Volume Transfer Station. The change to a Large Volume Transfer Station requires a full Solid Waste Facility Permit that is issued by the LEA with concurrence from CalRecycle. In order to issue the Solid Water Facility Permit, the LEA is required to comply with CEQA. The County of Sacramento also requires a Use Permit to change facility classifications and must approve the Use Permit prior to the LEA approving the solid waste facility permit. Therefore, the County of Sacramento Planning and Environmental Review must complete CEQA.

This document will analyze potential impacts and will be used by Sacramento County acting as the lead agency for CEQA compliance. Other agencies that may rely on this document include, but are not limited to, Sacramento County LEA, CalRecycle and the California Regional Water Quality Control Board.

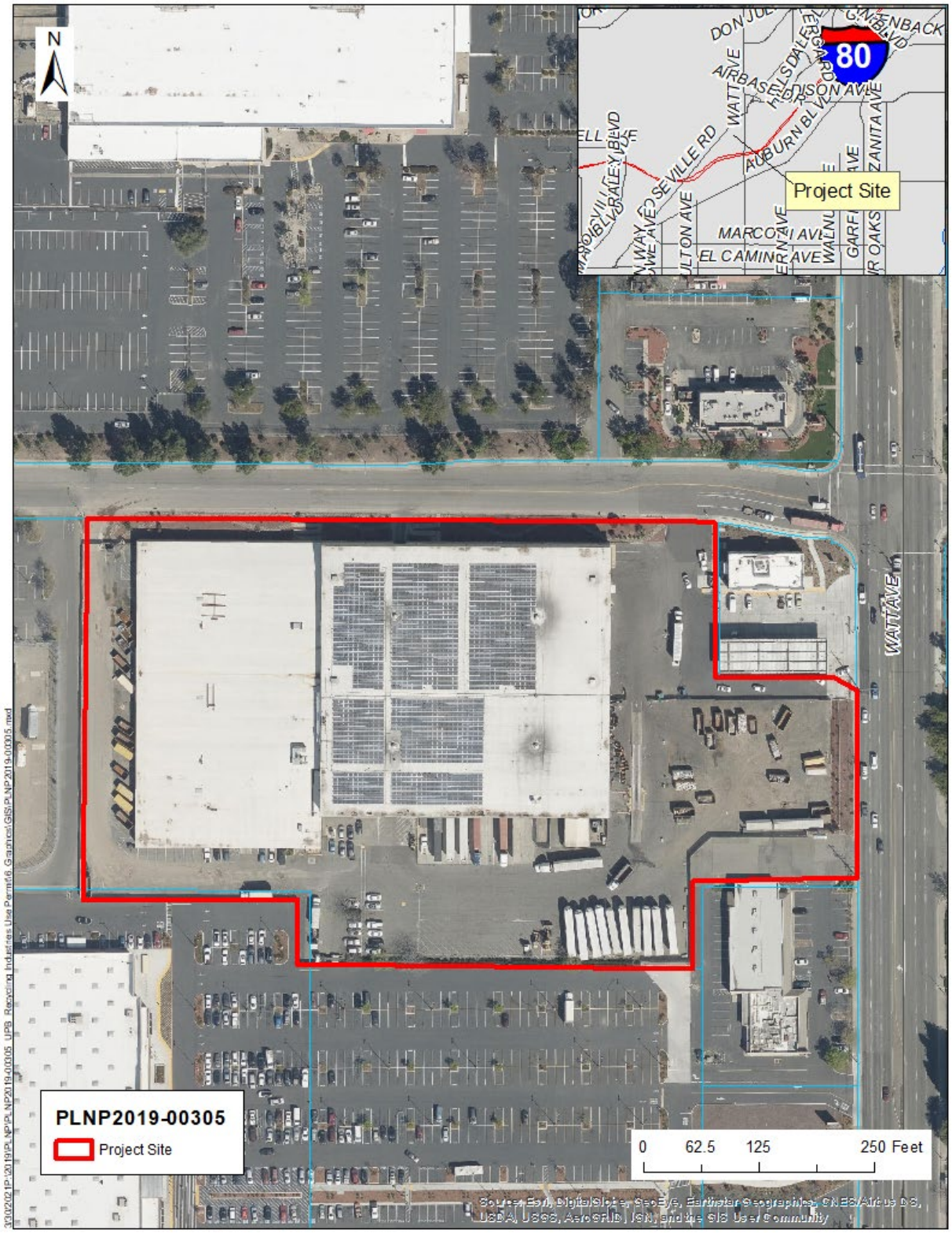
## ENVIRONMENTAL SETTING

The project site is approximately 7.9 acres and is currently developed with a 155,000 square-foot building (90,000 square-foot material processing facility, 55,000 square-foot warehouse and 10,000 square-foot administrative office), truck scale, outdoor storage and associated parking facilities (Plate IS-2). Currently, approximately 400 tons per day of clean recyclables and source separated recyclables are processed at the facility, and approximately 110 trips per day are associated with the current operations.

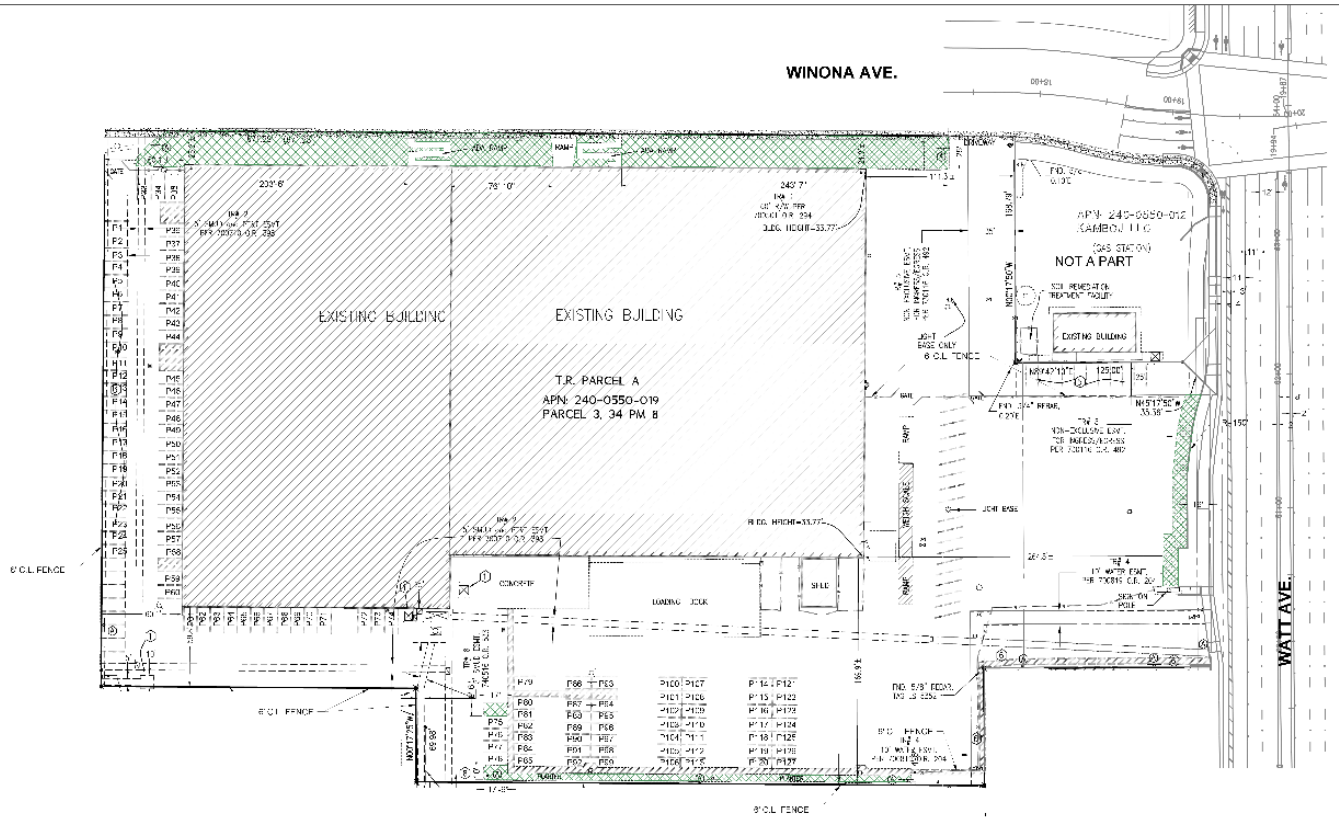
The project is located at the southwest corner of Watt Avenue and Winona Way, one-half mile north of Interstate 80 and one-half mile east of the Sacramento County North Area Recovery Station (NARS).

The parcel is within the North Watt Special Planning Area, Triangle District. Immediately adjacent land uses include a gas station at the southwest corner of Watt Avenue and Winona Way, Wal Mart to the south, and commercial uses to the west. Other surrounding land uses include commercial to the north, low density residential to the east (across Watt Avenue), and the County's North Area solid waste transfer station to the west (reference Plate IS-3).

## Plate IS-1: Project Location



# Plate IS-2: Site Plan




## SITE INFORMATION

| | |
|---|---|
| SITE ADDRESS | 4741 WATT AVENUE, N. HIGHLANDS CA 95660 |
| APN: | 240-0550-019 |
| ZONING: | M-1, LIGHT INDUSTRIAL |
| SITE AREA: | 7.9ac ACRES (345,994 SF) |
| GENERAL PLAN DESIGNATION: | TRANSIT ORIENTED DEVELOPMENT (TOD) |
| ELECTRICAL SERVICE: | SACRAMENTO MUNICIPAL UTILITY DISTRICT |
| WATER AND SEWER SERVICE: | SACRAMENTO COUNTY |
| NATURAL GAS SERVICE: | PG&E |
| SCHOOL DIST. | TWIN RIVERS UNIFIED SCHOOL DISTRICT |
| PARK DISTRICT: | ARCADE CREEK RECREATION AND PARK DISTRICT |
| BUILDING AREA | 157,000 SF (45 Percent of Site Area) |
| MRF: | 90,000 SF |
| WAREHOUSE: | 55,000 SF |
| OFFICE: | 10,000 SF |
| SHED: | 1,000 SF |
| SCALE: | 1,000 SF |
| PARKING REQUIRED: | One space for each employee, plus one space for each company operated vehicle; or one space for every 2,000 square feet of gross floor area, which ever is greater. |
| | GFA Calculation: 78 Parking Spaces Required Based on: 156,000 SF of Gross Floor Area/2,000 |
| | Employee/Company Vehicle Calculation: 70 Parking Spaces Required based on 60 Employees per Shift and 10 Company Trucks. |
| PARKING PROVIDED. | 127 Spaces |
| LANDSCAPE AREA: | 17,900 +/- SF (5 Percent of Site Area) |
| PAVED AREA: | 170,970 SF +/- (50 Percent of Site Area) |

**PARKING TABULATIONS**

| | Parking Required | Parking Provided |
|---|---|---|
| The greater of either: | | |
| 1 space per 2,000 SF of GFA: 156,000 SFA/2,000 = | 78 | 127 |
| or | | |
| One space for each employee, plus one space for each company operated vehicle (60 employees per shift and 10 Company Vehicles = | 70 | 127 |

## LEGEND

- LANDSCAPE AREA (SEE DETAIL ON SHEET LS 1)
- BUILDING FOOTPRINT
- SIDEWALK

N

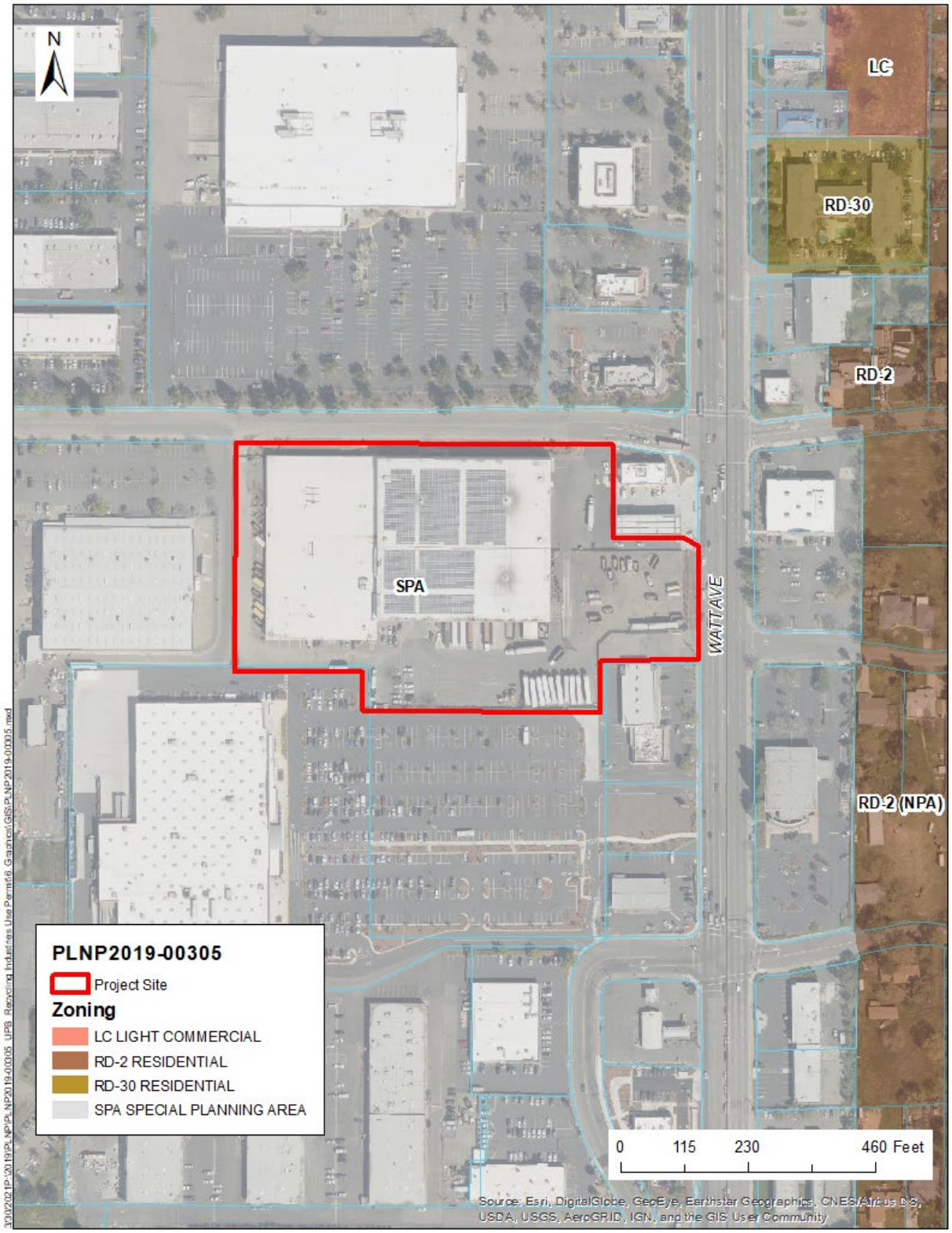
GRAPHIC SCALE

0' 20' 40' 60' 80' 100' 160' 200'

SCALE: 1" = 40'

## Plate IS-3: Larger Community Extent

## Plate IS-4: Zoning Exhibit



## ENVIRONMENTAL EFFECTS

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

### LAND USE

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

- 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.

The project site is located within the Triangle Gateway District of the North Watt Avenue Corridor Special Planning Area (SPA), Sacramento County Zoning Code (SZC) (reference Plate IS-4). Industrial uses that are permitted or conditionally permitted in the M-1 zoning district of the SZC are permitted within the Triangle Gateway District, as the property was zoned M-1 prior to the adoption of the North Watt Avenue SPA. RI has been in operation since 2010 and was classified as a Minor Recycling Facility per the SZC. Because of the higher residual waste product, the facility no longer meets the definition of a Recycling Facility per Chapter 7 of the SZC, nor does it meet the definition of a Solid Waste or Greenwaste Facility.

On October 17, 2018, the Planning Director issued a determination that the facility is substantially similar in nature, characteristic, intensity, and compatibility to the listed use of “Hazardous Waste Storage/Disposal Facility.” The determination is based on the similarity of the existing operations with other Hazardous Waste Storage/Disposal Facilities including:

- Both types of operations consist mainly of sorting and shipping of materials for reuse;
- The facility already processes some materials listed as hazardous under the existing LEA permit;
- The operations of the facility have not substantially changed from past operations, but rather the enforcement agency’s definitions of solid waste materials and recyclable materials have changed; and
- The volume of material currently accepted and shipped from the site will not change from the current operations.

The project would not divide an established community as the Material Recovery Facility is currently in operation and project revisions don't expand the physical footprint into new areas, or change the hours of operation. The project will not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating a land use environmental effect. It should be noted that this document includes a consistency analysis of applicable land use plans, policies, or regulations as they relate to various topical sections (i.e. noise and air quality). As shown, the proposed project would not result in substantial land use environmental effects and land use 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.

- Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).

- Conflict with a program, plan or ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

### *VEHICLE MILES TRAVELED (VMT)*

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

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

Sacramento County Department of Transportation (SacDOT) has updated the Sacramento County Transportation Analysis Guidelines (TAG) to reflect the new analysis

requirements. The updated guidelines can be viewed at: https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines

SacDOT has developed screening criteria for development projects. The screening criteria for VMT thresholds of significance are summarized in Table IS-1.

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

| Type | Screening Criteria |
|---|---|
| Small Projects | • Projects generating less than 237 average daily traffic (ADT) |
| Local-Serving Retail[1] | • 100,000 square feet of total gross floor area or less; OR if supported by a market study with a capture area of 3 miles or less; AND<br>• Local Serving: Project does not have regional-serving characteristics. |
| Local-Serving Public Facilities/Services | • Transit centers<br>• Day care center<br>• Public K-12 schools<br>• Neighborhood park (developed or undeveloped)<br>• Community center<br>• Post offices<br>• Police and fire facilities<br>• Branch libraries<br>• Government offices (primarily serving customers in-person)<br>• Utility, communications, and similar facilities<br>• Water sanitation, waste management, and similar facilities |
| Projects Near Transit Stations | • High-Quality Transit: Located within ½ a mile of an existing major transit stop[2] or an existing stop along a high-quality transit corridor[3]; AND<br>• Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; AND<br>• Parking: Provides no more than the minimum number of parking spaces required[4]; AND<br>• Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; AND<br>• Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; AND<br>• Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure. |

| | |
|---|---|
| Restricted Affordable Residential Projects | • Affordability: Screening criteria only apply to the restricted affordable units; AND<br>• Restrictions: Units must be deed-restricted for a minimum of 55 years; AND<br>• Parking: Provides no more than the minimum number of parking spaces required4; AND<br>• Transit Access: Project has access to transit within a ½ mile walking distance; AND<br>• Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure. |

[1] See Appendix A for land use types considered to be retail.

[2] Defined in the Pub. Resources Code § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").

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

[4] Sacramento County Zoning Code Chapter 5: Development Standards

## VMT: Discussion of Project Impacts

This project consists of a solid waste facilities permit for a recycling processing facility, which is considered a "Local-Serving Public Facility/Service". According to the TAG, the proposed project meets the screening criteria (see Table IS-1) and therefore would not require additional VMT studies and would have a less than significant contribution of VMT. Impacts associated with VMT are ***less than significant***.

## *Roadway Safety and Circulation Analysis*

The proposed project is an existing use and the overall quantity of material processed at the site would not increase above the baseline condition. Based on the information presented in the Use Permit application and Draft Transfer Processing Report, the applicant is requesting to increase the number of trips to the facility from 110 to 190 per day. The Use Permit and subsequent Solid Waste Facility Permit will limit the number of trips per day consistent with this request. Analysis presented in other topical discussions of this document will reflect the change from the existing trip rate and the proposed permitted trip limits (equal to a total of 80 additional truck trips).

In order for the Sacramento County Department of Transportation (SacDOT) to determine if a project will require the preparation of a local transportation analysis (LTA), a preliminary trip generation report is completed. For the proposed project, the trip generation report used trip rates provided by the applicant and the Institute of Transportation Engineers to show the increase in trips that the proposed project will have over the existing use. The trip rates do not directly correspond to the trip rates presented in the application and supporting reports; however, these trip rates are within the range of trip rates presented in the trip generation report. As shown in Table IS-2, the increase

in trips will not exceed the screening thresholds of 1,000 new daily trips or 100 new peak hour trips required to necessitate preparation of a local transportation analysis (LTA).

**Table IS-2: Trip Generation Estimates**

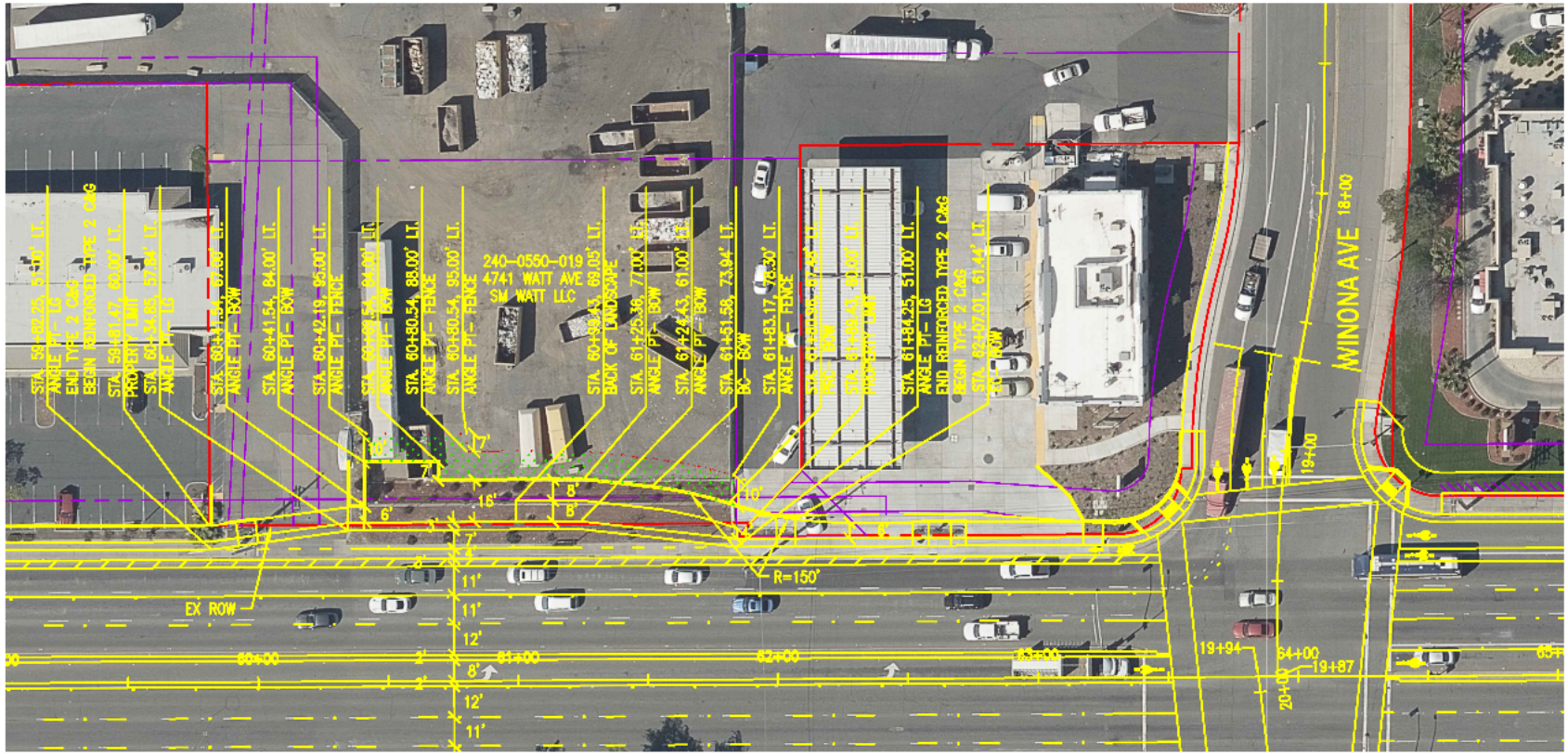
| Condition | Zoning or Use | Source | Daily Trip Rate | Daily Trips | AM Peak Hour Trip Rate | AM Peak | PM Peak Hour Trip Rate | PM Peak Trips | Data Used |
|---|---|---|---|---|---|---|---|---|---|
| Existing Use | Recycling Facility Collected Data N/A | Recycling Industries | N/A | 101 | N/A | 21 | N/A | 21 | Avg Rate |
| Existing Zoning | Industrial 7.94 Acre | Sac County | 77 VTE/ Acre | 611 | 7.7 VTE/A cre | 61 | 7.7 VTE/ Acre | 61 | Avg Rate |
| Proposed Use | Recycling Facility Collected Data N/A | Recycling Industries | N/A | 410 | N/A | 86 | N/A | 86 | Avg Rate |
| Trip increase from Existing Zoning to Proposed Project | | | | 0 | | 25 | | 25 | |
| Increase in Trips from Existing to Proposed Use | | | | 309 | | 65 | | 65 | |
| Notes: VTE = Vehicle Trip Ends<br>ITE: Institute of Transportation Engineers, Trip Generation, 10th Edition (Land Use No.) | | | | | | | | | |

According to the draft Transfer Processing Report, the facility has adequate queue storage for eight trucks before and at the scale and 12 trucks after the scale; for a total queue length of 20 trucks onsite. Approximately 120 trucks are inbound daily, averaging 10 trucks per hour over 12 hours. During peak periods, this volume could double to 20 trucks per hour. Trucks can be weighed in 90 seconds and should be able to pull-in, tip, and pull-out in about 10 minutes. Thus, 36 trucks could unload per hour, which should be sufficient to meet peak hour volumes without affecting off-site roadways.

The above described circulation was reviewed by SacDOT to ensure that appropriate traffic safety and circulation measures are included in the project. Comments and conditions were made regarding the ingress/egress along Winona Way. Required conditions of approval include the construction of a six-foot sidewalk along Winona Way

and driveway improvements pursuant to County Improvement Standards. Additionally, SacDOT is scheduled to complete roadway improvements along Watt Avenue in the near future (not a part of this project). These improvements will install new sidewalk and landscaping along the portion of the project site with Watt Avenue frontage consistent with Plate IS-5. The project will not impact these planned improvements. No other roadway safety or circulation impacts have been identified and project impacts are ***less than significant***.

## Plate IS-5: Watt Avenue Improvements




NOTE

THIS PLAN IS PRELIMINARY AND MAY CHANGE DURING FINAL DESIGN.

# WATT AVENUE

SCALE: 1"=40'

PUBLIC WORKS & INFRASTRUCTURE AGENCY
SACRAMENTO COUNTY
DEPARTMENT OF TRANSPORTATION

APN 240-0550-019
4741 WATT AVENUE

| DATE: MARCH 2021 | HORIZONTAL SCALE: 1"=40' | VERTICAL SCALE: NONE | DRAWN BY: KRG | DESIGN BY: KRG | CHECK BY: KRG | DWG 1 OF 1 |
|---|---|---|---|---|---|---|

P:\SHARED FOLDERS\PROJECTS\WATT AVENUE COMPLETE STREET IMPROVEMENTS\CAD FILES\EXHIBITS\4741 WATT AVE DEDICATION EXHIBIT 02182020.DWG Last Saved: 2/18/2021 1:38 PM Gotwaltk

# AIR QUALITY

This air quality 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.

- Create objectionable odors affecting a substantial number of people.

## *CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS*

Short-term air quality impacts are mostly due to dust ($PM_{10}$ and $PM_{2.5}$) generated by construction and development activities, and emissions from equipment and vehicle engines (NOx) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM10 and PM2.5 are considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

### CONSTRUCTION PARTICULATE MATTER EMISSIONS

The SMAQMD Guide includes screening criteria for construction-related particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction $PM_{10}$ or $PM_{2.5}$ thresholds of significance provided that the project does not:

- Include buildings more than 4 stories tall;

- Include demolition activities;

- Include significant trenching activities;

- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;

- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); or,

- Require import or export of soil materials that will require a considerable amount of haul truck activity

Some $PM_{10}$ 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)].

**CONSTRUCTION OZONE PRECURSOR EMISSIONS ($NO_X$)**

The SMAQMD Guide currently provides screening criteria for construction-related ozone precursor emissions ($NO_x$) similar to those which will be implemented for particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction $NO_x$ 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);
- Require import or export of soil materials that will require a considerable amount of haul truck activity

***CONSTRUCTION EMISSIONS/SHORT-TERM AIR QUALITY: DISCUSSION OF PROJECT IMPACTS***

The project is an existing operation. New construction is only associated with street frontage improvements (sidewalk, curb and gutter) and associated landscaping. Proposed construction of improvements will not exceed screening thresholds and emissions are ***less than significant***.

***OPERATIONAL EMISSIONS/LONG-TERM IMPACTS***

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

Ultimately, a project typically must have large acreages or intense uses in order to result in significant operational air quality impacts. For ozone precursor emissions the screening table in the SMAQMD Guide allows users to screen out many types of projects. The screening table cannot be used for projects where there is a mix of uses, the trip

generation rates are higher than Model defaults, the project involves wood burning stoves, or is an industrial use. The proposed project is an industrial use and proposes to increase the number of trips to the facility. Operational emissions for the proposed project are analyzed in a qualitative approach since the facility is not increasing the total volume processed.

***OPERATIONAL EMISSIONS/LONG-TERM AIR QUALITY: DISCUSSION OF PROJECT IMPACTS***

The proposed project will allow for additional curbside material to be processed at the facility; however, the total volume processed at the facility will not increase from current operations. Therefore, there is no increase in operational building emissions due to the proposed project. The proposed Use Permit and associated Solid Waste Facilities Permit, additional curbside refuse trucks may be directed to the facility increasing the daily truck trips by 80 trips. Currently, curbside refuse trucks that serve the surrounding North Highlands/Foothill Farms, Carmichael/Foothill Farms, and Antelope communities empty their loads at L and D Landfill located on Florin Perkin Road or at the subject facility. In order to estimate the potential increase in emissions associated with 80 additional trips to the facility the following conservative assumptions were used:

- All trips are assumed to be solid waste collection vehicles that run on diesel.
- Since the collection of curbside recyclables are existing trips, this analysis assumes an average five mile trip distance to the facility from the surrounding residential areas, i.e. 10 miles round trip (reference plate for a five mile buffer map).

Truck emissions were obtained using EMFAC2021 version 1.0.1, with a model year of 2022. The emissions were calculated using the above assumptions. The emissions estimates are presented in Table IS-3 below.

**Table IS-3: Solid Waste Collection Vehicle Emission Estimates in Pounds per Day**

| | $NO_x$ | ROG | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| Solid Waste Collection Vehicle (Class 8) | 25.01 | 0.60 | 0.03 | 0.03 |
| Threshold | 65 | 65 | 80[1] | 82[1] |
| Exceed Threshold? | No | No | No | No |

1. Particulate Matter threshold is zero unless all feasible BACT/BMPs are applied.

The addition of 80 new truck trips would not exceed the daily threshold for ozone precursors or particulate matter. Therefore, the proposed project will not substantially increase operational emissions over the existing use and impacts are ***less than significant***.

## ODORS

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies.

The Sacramento County General Plan Policy AQ-3 acknowledges that buffers or other exposure reduction measure may be needed for projects that produce odors near sensitive receptors, and refers to applicable Air District guidance, as follows:

> AQ-3. Buffers and/or other appropriate exposure reduction measures shall be established on a project-by project basis and incorporated during review to provide for protection of sensitive receptors from sources of air pollution or odor. The California Air Resources Board's "Strategies to Reduce Air Pollution Exposure Near High Volume Roadways" Technical Advisory and the AQMD's "Mobile Sources Air Toxics Protocol" or applicable AQMD guidance shall be utilized when establishing these exposure reduction measures.

The SMAQMD Guide identifies typical land uses that have the potential to result in increases in odorous emissions and provides recommendations for siting new sensitive land uses in close proximity to these land uses. Examples of land uses that have the potential to generate considerable odors include wastewater treatment plants, sanitary landfills, recycling and composting facilities, food packaging plants, petroleum refineries, and chemical manufacturing plants.

The intensity of the project's odor emissions produced influences its potential to adversely affect area receptors. Time of day, prevailing wind, and temperature can all affect the intensity and dispersion of odors. For this reason, the SMAQMD recommends buffering of the odor producing source from sensitive receptors. The SMAQMD Guide includes a distance screening level table to determine if the introduction of a new odor source would potentially affect existing or future sensitive receptors. The screening distance for transfer stations is one mile and for greenwaste/recycling facilities is two miles. Projects with the potential to frequently expose a substantial number of members of the public to objectionable odors would be deemed to have a significant impact.

### ODORS: DISCUSSION OF PROJECT IMPACTS

The project is located within one mile of sensitive receptors (residential and schools on the east side Watt Avenue) and the North Area Transfer Station. The project is a material recovery facility which accepts curbside sorted materials. However, due to poor sorting practices, contamination with putrescible material, and industry rejection of certain recyclable materials, the quantity of waste has increased necessitating the Use Permit request for a solid waste transfer station. While the project is seeking a Large Volume Solid Waste Transfer Permit from the LEA/CalRecycle and would no longer classify as a recycling center under State code, it is not requesting to change its operation from a

material recovery center (recycling center) to a traditional solid waste transfer station. The project will not accept municipal solid waste.

The project facility does not accept putrescible or green waste; however, source separated or curbside waste could contain odiferous materials. Odiferous loads will be removed off-site as soon as possible or rejected at the scale house. If odiferous material is encountered on the sortation floor, a hand-held deodorizer will be sprayed on the material and the material hauled off-site as soon as possible. All mechanical sorting takes place inside, reducing odors that could be associated with the source separated waste.

The facility is an existing operation and is not permitted, nor is it requesting, to readily accept odiferous material. Even though the project is within one mile of sensitive receptors, there is a protocol in place to remediate such waste and associated odors if encountered. The project will not create objectionable odors that would affect a substantial number of sensitive receptors. Impacts associated with odors are ***less than significant***.

## NOISE

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

- Generation of a substantial temporary or permanent increase in ambient noise level in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The operation of recycling facilities may generate noise that exceeds community noise exposure levels for sensitive receptors.

### *NOISE STANDARDS*

The Noise Element of the Sacramento County General Plan establishes noise exposure criteria to aid in determining land use compatibility. The purpose of the Noise Element is "to protect citizens of the county from exposure to excessive noise." This task "is accomplished through policies that limit the noise levels received in residential or other noise sensitive areas, and describe a process for regulating noise." The following General Plan Noise Element policy is applicable to the proposed project:

> 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 (presented in Table IS-4) at existing noise-sensitive areas in the project vicinity.

In addition to General Plan policies, Sacramento County has adopted a Noise Control Ordinance (Sacramento County Code 6.68), which regulates fixed (i.e., non-transportation services) noise impacts to residential uses. The Noise Ordinance stipulates a median noise level ($L_{50}$) standard of 55 dBA for daytime hours (7:00 a.m. - 10:00 p.m.) and a median level of 50 dBA for nighttime hours (10:00 p.m. - 7:00 a.m.) for

residential land uses. Higher noise levels are permitted based on time weighted allowances during a one-hour measurement period. Maximum noise levels of 75 dBA and 70 dBA are allowed for daytime and nighttime events, respectively.

**Table IS-4: Noise Element Table 2 Non-Transportation Noise Standards Median ($L_{50}$)/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 ($L_{50}$) 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.

**NOISE: DISCUSSION OF PROJECT IMPACTS**

The facility is located in a traditionally industrial area of the North Highlands community. Surrounding land uses consist shopping center, transfer station, warehouses and to lesser degree, office complexes. The nearest sensitive receptors (single-family residential properties) are approximately 350 feet east of the project site and a six-lane thoroughfare (Watt Avenue) divides the project site and the sensitive receptors. The predominant ambient noise for sensitive receptors in the project area is traffic noise associated with Watt Avenue. It is unlikely that receptors across Watt Avenue could discern noise from the project site verses a large truck travelling down Watt Avenue.

The project is an existing use and there are no changes to how the material will be handled or the hours of operation. The existing major source of noise is from the tipping of material and sorting associated with the MRF recovery area. All of this occurs within the 155,000 square foot warehouse, but it is acknowledged that some noise leaves the building and some is generated by rotation of bundled materials outside and trucks waiting to unload.

The proposed project is not introducing a new non-transportation noise source, nor will the project result in a new permanent or temporary increase in ambient noise. Impacts associated with noise are ***less than significant***.

## HYDROLOGY AND WATER QUALITY

This hydrology and water quality section supplements the Initial Study Checklist by analyzing if the proposed project would:

- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

### *WATER QUALITY*

**CONSTRUCTION WATER QUALITY: EROSION AND GRADING**

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

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by Regional Water Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County

complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

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

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

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

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

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

In addition to erosion and sediment controls, the project must have BMPs in place to keep other construction-related wastes and pollutants out of the storm drains. Such practices include, but are not limited to: filtering water from dewatering operations, providing proper

washout areas for concrete trucks and stucco/paint contractors, containing wastes, managing portable toilets properly, and dry sweeping instead of washing down dirty pavement.

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

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

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

**OPERATION: STORMWATER RUNOFF**

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

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

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

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

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

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

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

## HAZARDS AND HAZARDOUS MATERIALS

This hazards and hazardous materials section supplements the Initial Study Checklist by analyzing if the proposed project would:

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

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- Be located on a site with is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

The term "hazardous substances" refers to both hazardous materials and hazardous wastes. A material is defined as hazardous if it appears on a list of hazardous materials prepared by a federal, state or local regulatory agency, or if it has characteristics defined as hazardous by such an agency. A "hazardous material" is defined in the Code of Federal Regulations (CFR) as "a substance or material that is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

"Hazardous material" means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The definition of a hazardous waste, as regulated by the California Environmental Protection Agency, Department of Toxic Substances Control (CAL-EPA, DTSC), is found in the California Health and Safety Code Section 25141 (b), as follows:

"…as hazardous waste because of its quantity, concentration, or physical, chemical, or infectious characteristics: (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; (2) pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bio-accumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of, or otherwise managed."

A hazardous waste is a "solid waste" that exhibits hazardous characteristics. The Federal Environmental Protection Agency (EPA) has defined the term "solid waste" to include the following: any gaseous, liquid, semi-liquid, or solid material that is discarded or has served its intended purpose, unless the material is excluded from regulation. Such materials are considered wastes whether they are discarded, reused, recycled, or reclaimed. The EPA classifies a waste as hazardous if it (1) is listed on the EPA's list of hazardous waste and/or (2) exhibits one or more of the following properties: ignitability (including oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (including strong acids and bases), reactivity (including materials that are explosive or generate toxic fumes when exposed to air or water), or toxicity (including materials listed by the EPA as capable of inducing systemic damage in humans or animals).The facility does not readily accept hazardous waste materials.

### *Known Contaminated Sites*

A review of the State of California Water Resources Control Board GeoTracker and the California Department of Toxic Substances and Control EnviroStor websites[2] was conducted to determine if there are past or present contaminated sites within 2,000 feet of the project site.

The project site has a past Leaking Underground Storage Tank (LUST) case. During construction of a new stormwater facility in 2014, a previously unknown underground

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[2] GeoTracker: https://geotracker.waterboards.ca.gov/
EnviroStor: https://www.envirostor.dtsc.ca.gov/

storage tank (likely containing diesel) was discovered and removed. County of Sacramento Environmental Management Department (EMD) in coordination with the Central Valley Regional Water Quality Control Board (CVRWQCB) ordered soil sampling and testing to determine if all contaminated material was removed and what the resulting risk was to the surrounding soil and water sources. By November 2017, the site had been remediated, tested and concluded that the site posed a low risk of residual contaminates to the surrounding groundwater or soil vapor; the case was closed. The proposed project is an existing use, and ground disturbance is limited to landscaping and pavement cuts for frontage improvements.

The project site is within 2,000 feet of a known Superfund Site, [former] McClellan Air Force Base, and is within 1,000 feet of the Air Force refueling and storage station, now utilized by the County of Sacramento Waste Management Department North Area Recovery Station. Immediately adjacent to the project site, the service station at the corner of Watt Avenue and Winona Way, also has a closed LUST case (2012). While the proposed project is near these known contaminated sites, the project is an existing use and soil disturbance will be limited to 12-18 inches for sidewalk and driveway construction along Winona Way. The project is not expected to disturb potentially contaminated soils or groundwater and will not interfere with known contaminated sites either from a remediation standpoint or by making such sites more contaminated.

### *Storage of Hazardous Materials*

RI maintains a Cal-EPA Hazardous Waste Generator ID Number from the California Department of Toxic Substances Control. RI does not accept hazardous wastes except for the following materials: electronic waste, used tires, used waste oil and used vegetable oil. All loads are visually inspected for hazardous materials and if discovered, specific measures are taken to separate, catalog and remove from the facility. The operator reserves the right to reject a load if there is too much, or a particularly hazardous material present.

### *Hazards and Hazardous Materials: Discussion of Project Impacts*

The proposed project is an existing use and is not requesting to increase the physical footprint of the use. The project will not require significant ground disturbance, thereby, minimizing the potential to disturb known contaminated sites. The site operator holds appropriate certification from the State for the handling and storage of accepted hazardous wastes. The continued use of the project will not create a significant hazard to the public or environment; impacts are ***less than significant***.

## Greenhouse Gas Emissions (GHG)

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

- The extent to which the project may increase or decrease greenhouse gas emissions compared to the baseline;

- Whether the project exceeds any applicable significance threshold; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

### GHG 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.[3]

#### 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 programs, community outreach, renewable energy policies, and partnerships with local energy producers.

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[3] 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.

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 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.

Sacramento County began work on an updated communitywide CAP (Phase 2B CAP) in 2016. The County released the draft Phase 2 CAP for public review in March of 2021. Based on the inventory and GHG reductions identified in the Phase 2 CAP, the County has set a goal of achieving a 4.0 metric tons of carbon dioxide equivalent per capita ($MTCO_2e$/capita) for 2030, resulting in an emissions limit of 3,674,904 $MTCO_2e$ (Sacramento County 2021). As allowed under CEQA Guidelines Section 15183(b), lead agencies may choose to analyze and mitigate significant GHG emissions in a plan for the reduction of GHG emissions or similar document. At the time of writing this Initial Study, the CAP remains in draft form and has not been formally adopted by the County. As such,

the CAP is not yet qualified for use in CEQA review. The Phase 2B CAP is anticipated to be formally adopted in the first half of 2022.

### *GHG 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[4]", identifies operational measures that should be applied to a project to demonstrate consistency. This update does not apply to stationary sources as noted in Section 5.4. Thresholds for stationary sources are documented in the 2014 Justification for Greenhouse Gas Emissions Thresholds of Significance.

If a project's operational emissions are less than or equal to 10,000 metric tons of $CO_2e$ per year, the project will result in a less than cumulatively considerable contribution and has no further action.

SMAQMD's GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-5. The County of Sacramento adopted the SMAQMD thresholds on December 16, 2020 by Resolution #2020-0855.

**Table IS-5: GHG Thresholds**

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

[4] "Greenhouse Gas Thresholds for Sacramento County," Sacramento Metropolitan Air Quality Management District. June 2020.

**DISCUSSION OF PROJECT IMPACTS**

The proposed project is an existing facility. Baseline operations include the processing of 400 tons per day of recyclable materials. The proposed project will not increase the overall tons per day accepted at the facility. The proposed Use Permit will allow for a greater tonnage of residual material (putrescible waste and rejected materials) to be processed than currently allowed. Residual material is not kept on the project site and is removed within 24 to 48 hours to nearby transfer stations or landfills, primarily the North Area Transfer Station located 800 feet west as the crow flies, or 3,300 feet via roadways to the west.

Solid waste facilities are considered stationary sources and are not subject to Tier 1 or 2 BMPs. Greenhouse gas emissions are considered less than significant if a stationary source's emissions are under 1,100 (construction) and 10,000 (operation) MT of $CO_2e$ per year. The proposed project will not involve significant construction as the site is existing. Minor modifications to frontage improvements (curb, gutter and sidewalk modifications) are required and construction impacts are not expected to exceed 1,100 MT of $CO_2e$ per year and construction impacts are ***less than significant***.

The project is an existing operation and will not increase the total daily volume of material processed; therefore, emissions associated with the processing of material is part of the CEQA GHG emissions baseline. As stated earlier in the air quality discussion, the number of trips to the facility are anticipated to increase (largely from curbside collection). Based on the EMFAC emissions inventory and assumptions presented in the Air Quality discussion above, the proposed increase of 80 solid waste collection vehicles results in an increase of 7.2 MT of $CO_2e$ per day. The proposed increase in trips to the RI facility will not exceed established operational GHG thresholds for stationary sources. Operational GHG emissions associated with the project will not exceed established thresholds and impacts are ***less than significant***.

## ENVIRONMENTAL MITIGATION MEASURES

### MITIGATION MEASURE A: CULTURAL RESOURCES UNANTICIPATED DISCOVERIES

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

1. **Unanticipated human remains**. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the 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. **Unanticipated cultural resources**. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

    a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

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

Note: It is the opinion of the preparers of this Initial Study/Negative Declaration that a Mitigation Monitoring and Reporting Program is not required for this project at this time.

## 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 project is consistent with environmental policies of the Sacramento County General Plan, North Highlands Community Plan, North Watt Avenue Special Planning Area and Sacramento County Zoning Code. |
| b. Physically disrupt or divide an established community? | | | | X | The project is an existing facility and does not proposed expansion and therefore 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 proposed project is intended to service existing or planned development and will not induce substantial unplanned population growth. |
| b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | X | The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing. |
| 3. **AGRICULTURAL RESOURCES** - Would the project: | | | | | |
| a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production? | | | | X | The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils. |
| b. Conflict with any existing Williamson Act contract? | | | | X | No Williamson Act contracts apply to the project site. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
|---|---|---|---|---|---|
| c. Introduce incompatible uses in the vicinity of existing agricultural uses? | | | | X | The project does not occur in an area of agricultural production. |
| 4. **AESTHETICS -** Would the project: | | | | | |
| a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas? | | | | X | The project does not occur in the vicinity of any scenic highways, corridors, or vistas. |
| b. 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 | | The proposed project site is already developed with an approximate 155,000 square-foot industrial building. The proposed project is not changing the size or scale of the existing building. Aside from parking facilities and truck traffic flow patterns on-site, outdoor operations are not changing. Improvements to area roadways including curb, gutter and sidewalk are proposed along with additional landscaping along street frontages.<br>It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the existing operation of the facility, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity. |
| 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. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| 5. **AIRPORTS -** Would the project: | | | | | |
| a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip? | | | | X | The project occurs outside of any identified public or private airport/airstrip safety zones. |
| b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards? | | | | X | The project occurs outside of any identified public or private airport/airstrip noise zones or contours. |
| c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft? | | | | X | The project does not affect navigable airspace. |
| d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | | | | X | The project does not involve or affect air traffic movement. |
| 6. **PUBLIC SERVICES -** Would the project: | | | | | |
| a. Have an adequate water supply for full buildout of the project? | | | X | | The project is already served by a public water service provider. The proposed project will not result in an increased demand for water supply. |
| b. Have adequate wastewater treatment and disposal facilities for full buildout of the project? | | | X | | The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project. |
| c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | X | | The project is a complementary material recovery facility to reduce the amount of solid waste entering Kiefer Landfill. Residual materials (trash or non-recyclables) is sent to Kiefer Landfill which 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. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities? | | | X | | Minor improvements to the existing infrastructure may be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and improvements would take place within areas already development. No significant new impacts would result from stormwater facility improvements. |
| f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service? | | | | X | The project will not require the extension of new electric or natural gas service. The project site is already served by existing utility infrastructure. |
| g. Result in substantial adverse physical impacts associated with the provision of emergency services? | | | | X | The project is already existing and would not incrementally increase demand for emergency services, nor cause substantial adverse physical impacts as a result of providing adequate service. |
| h. Result in substantial adverse physical impacts associated with the provision of public school services? | | | | X | The project will not require the use of public school services. |
| i. Result in substantial adverse physical impacts associated with the provision of park and recreation services? | | | | X | The project will not require park and recreation services. |
| 7. **TRANSPORTATION** - 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 is considered a locally serving project and is therefore presumed to have a less than significant transportation impact. Refer to the Transportation discussion in the Environmental Effects section above. |
| b. Result in a substantial adverse impact to access and/or circulation? | | | X | | The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
|---|---|---|---|---|---|
| c. Result in a substantial adverse impact to public safety on area roadways? | | | X | | The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant. |
| d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | X | | The project is an existing use and 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. |
| 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 is an existing facility where there will be no expansion of use. The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Refer to the Air Quality discussion in the Environmental Effects section above |
| b. Expose sensitive receptors to pollutant concentrations in excess of standards? | | | | X | There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| c. Create objectionable odors affecting a substantial number of people? | | | X | | The project facility does not accept putrescible or green waste; however, source separated or curbside waste could contain odiferous materials. Odiferous loads will be removed off-site as soon as possible or rejected at the scale house. If odiferous material is encountered on the sortation floor, a hand-held deodorizer will be sprayed on the material and the material hauled off-site as soon as possible. Since the facility is not permitted to accept odiferous material, and there is a protocol in place to remediate such waste if encountered, the project will not create objectionable odors that would affect a substantial number of people. Impacts are less than significant. Refer to the Odors discussion in the Environmental Effects section above. |
| 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 an existing use. The majority of noise is contained within the building. Surrounding uses are generally commercial in nature and sensitive receptors are divided by a six-lane thoroughfare. The project will not expand hours of operation or change how the facility operates. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. Refer to the Noise discussion in the Environmental Effects section above. |
| b. Result in a substantial temporary increase in ambient noise levels in the project vicinity? | | | X | | Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). |
| 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. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| 10. **HYDROLOGY AND WATER QUALITY** - Would the project: | | | | | |
| a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge? | | | | X | The project will not substantially increase water demand over the existing use. |
| 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 does not involve any modifications that would substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. |
| 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 already developed and is not within a 100-year floodplain. |
| e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)? | | | | X | The project is not located in an area subject to 200-year urban levels of flood protection (ULOP). |
| f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | | | | X | The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. |
| g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems? | | | | X | The project does not propose any physical changes that would affect runoff from the site.<br>Adequate on- and/or off-site drainage improvements may 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. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| 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. |
| b. Result in substantial soil erosion, siltation or loss of topsoil? | | | X | | The project will require minimal disturbance to soil for frontage improvements. 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 does not involve the construction of new structures. |
| d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available? | | | | X | A public sewer system is available to serve the project. |
| e. Result in a substantial loss of an important mineral resource? | | | | X | The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
|---|---|---|---|---|---|
| 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 does not involve the construction of new structures. The processing of materials is currently on-going. No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations. |
| b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities? | | | | X | The project site is entirely developed. No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site. |
| c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies? | | | | X | No protected surface waters are located on or adjacent to the project site. |
| d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species? | | | | X | The project site is already developed. Project implementation would not affect native resident or migratory species. |
| e. Adversely affect or result in the removal of native or landmark trees? | | | | X | No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project. |
| 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 | There are no known conflicts with any approved plan for the conservation of habitat. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| 13. **CULTURAL RESOURCES -** Would the project: | | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource? | | | | X | No historical resources would be affected by the proposed project. |
| b. Have a substantial adverse effect on an archaeological resource? | | | | X | No known archaeological resources occur on-site. Minimal disturbance to existing paved areas will occur, but the area has already been disturbed. |
| 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. |
| 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 | | In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, formal notification letters were sent to those tribes who had previously requested to be notified of Sacramento County projects on March 16, 2021. The United Auburn Indian Community (UAIC) provided comment regarding the proposed project. Formal consultation was not requested. UAIC confirmed that the proposed project has minimal impact, but requested that unanticipated discovery mitigation be applied since there may be ground disturbance. The County agrees with the requested tribal cultural resources mitigation measures are appropriate and feasible for the project. This mitigation ensures that project impacts to tribal cultural resources remain less than significant. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| 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 collect and package some hazardous materials (e-waste, used motor and cooking oils and use tires) for transport to other facilities. These materials do not generally create a substantial hazard to the public. Reference the Hazards and Hazardous Materials discussion in the Environmental Effects section above. |
| 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 involves the temporary storage of hazardous materials on the site (used oils, tire, batteries). These materials are not processed on-site. However, compliance with local, state and federal standards regarding the storage of these materials will provide adequate protection from upset conditions. |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school? | | | X | | The project is located within ¼ mile of an existing school; however, the project does not emit hazardous emissions or handle hazardous waste which poses a great threat to the surrounding environment. |
| 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 located on a known hazardous materials site, but the site has been remediated and closed. There are surrounding known hazardous materials sites; however, the continued operation of the project would not result in substantial hazard to the public or environment. Reference the Hazards and Hazardous Materials discussion in the Environmental Effects section above. |
| e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan? | | | X | | The project would not interfere with any known emergency response or evacuation plan. |
| f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas? | | | | X | The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires. |

| | Potentially Significant | Less Than Significant with Mitigation | Less Than Significant | No Impact | Comments |
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| **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 or operation? | | | X | | The project does not involve substantial construction and will not increase building size or volume of materials processed daily. The project will not result in unnecessary consumption of energy resources and impacts are less than significant. |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | X | | The existing building has solar panels installed to reduce building energy needs. No new structures are proposed. |
| **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 proposed project is an existing facility in which the proposed changes will not exceed GHG thresholds for stationary; therefore, the climate change impact of the project is considered less than significant. |
| 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 | TOD- Transit Oriented Development | X | | Existing Use. |
| Community Plan | M-1, light industrial | X | | |
| Land Use Zone | SPA | X | | Existing Use. Consistent with underlying Zoning designation prior to SPA adoption. |

## INITIAL STUDY PREPARERS

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Senior Environmental Planner: Julie Newton

Associate Environmental Planner: Alison Little

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