



## County of Sacramento

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### Negative Declaration

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

**1. Control Number: PLNP2021-00314**

**2. Title and Short Description of Project: US Foods -- American Natural Gas Project**

The project consists of the following entitlement requests:

- A **Zoning Ordinance Amendment** to change the subject parcel's McClellan Park Special Planning Area (SPA) sub-district from Bell Avenue Industrial Office Park to Light Industrial.
- A **Use Permit** for a Compressed Natural Gas (CNG) fueling station with a roof structure height of three feet in the Light Industrial sub-district of the McClellan Park SPA.
- A **Design Review** to comply with the Countywide Design Guidelines.

If approved, American Natural Gas (ANG) would build a compressed natural gas (CNG) fueling station in McClellan Business Park. The fueling station will consist of a canopy, three fast-fill dual hose dispensers, a compressor compound, and twelve, 20-foot long above ground storage vessels. The fast-fill station would require the extension of an existing PG&E gas line located beneath Winters Street approximately 250 feet to the west. The depth of the gas line would be three feet. With the exception of the fueling area, the station equipment will be enclosed within chainlink, security fencing, with a Knox gated access system.

The project also includes a time-fill fueling facility for US Foods' existing fleet of trucks. The time-fill fuel facility would be located approximately 760 feet to the southwest of the CNG station. The time-fill posts will run north to south, west of the distribution center. The compressor and fast-fill station will be located on the northeast corner of the property. The fast-fill equipment would have an above-ground connection to the existing gas line beneath the area and would not require ground disturbance or subsurface work.

The natural gas supply would be sourced from local anaerobic manure digesters. The digester facilities have existing contracts with the California Air Resource Board (CARB) and PG&E in order to reduce methane emissions from livestock operations.

**3. Assessor's Parcel Number: 215-0340-063-0000**

**4. Location of Project:** The project site is located at 4519 Winters Street, in the McClellan Business Park, within the North Highlands community of unincorporated Sacramento County

**5. Project Applicant:** Katahdin Environmental

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

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

- b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
  - c. It will not have impacts, which are individually limited, but cumulatively considerable.
  - d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.
7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.
8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

**[Original Signature on File]**

**Joelle Inman**

Environmental Coordinator

County of Sacramento, State of California

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

**PROJECT INFORMATION**

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**CONTROL NUMBER:** PLNP2021-00314

**NAME:** US Foods -- American Natural Gas Project

**LOCATION:** The project site is located at 4519 Winters Street, in the McClellan Business Park, within the North Highlands community of unincorporated Sacramento County (reference Plate IS-1).

**ASSESSOR'S PARCEL NUMBER:** 215-0340-063-0000

**OWNER:**

US Foods  
9339 W. Higgins Rd., Ste. 100  
ROSEMONT, IL 60018

**APPLICANT:**

Katahdin Environmental  
3553 Camino Mira Costa, Ste. E  
San Clemente, CA 92672

**PROJECT DESCRIPTION**

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The project consists of the following entitlement requests:

1. A **Zoning Ordinance Amendment** to change the subject parcel's McClellan Park Special Planning Area (SPA) sub-district from Bell Avenue Industrial Office Park to Light Industrial.
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If approved, American Natural Gas (ANG) would build a compressed natural gas (CNG) fueling station in McClellan Business Park. The CNG fueling station scope includes the following: The fueling station will consist of a canopy, three fast-fill dual hose dispensers,

a compressor compound, and twelve, 20-foot long above ground storage vessels. The fast-fill station would require the extension of an existing PG&E gas line located beneath Winters Street approximately 250 feet to the west. The depth of the gas line would be three feet. With the exception of the fueling area, the station equipment will be enclosed within chainlink, security fencing, with a Knox gated access system.

The project also includes a time-fill fueling facility for US Foods' existing fleet of trucks. The time-fill fuel facility would be located approximately 760 feet to the southwest of the CNG station. The time-fill posts will run north to south, west of the distribution center. The compressor and fast-fill station will be located on the northeast corner of the property. The fast-fill equipment would have an above-ground connection to the existing gas line beneath the area and would not require ground disturbance or subsurface work.

The natural gas supply would be sourced from local anaerobic manure digesters. The digester facilities have existing contracts with the California Air Resource Board (CARB) and PG&E in order to reduce methane emissions from livestock operations.

## **ENVIRONMENTAL SETTING**

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The public CNG station portion of the project consists of 1.5 acres of undeveloped land at the northeast corner of the approximately 38.55-acre parcel. This project area is bound by Winters Street to the east and the Union Pacific railway to the north. The western edge of the project site is bound by an existing chain-link fence, which separates 4519 Winters Street (fast-fuel, public site location) from the 4515 Winters Street. This project area is devoid of vegetation.

The time-fill station for fueling of the US Foods trucking fleet would be located in an existing, asphalt-paved parking lot, approximately 760 feet to the southwest of the public station. Reference Plate IS-2 and Plate IS-3 for the two project areas.



Plate IS-1: Vicinity Map





Plate IS-2: US Foods Parcel





## **ENVIRONMENTAL EFFECTS**

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

### **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

### **GENERAL PLAN**

The existing General Plan land use designation for the site is Intensive Industrial (INT IND). This land use designation allows for manufacturing and related activities including research, processing, warehousing, and supporting commercial uses, the intensive nature of which require urban services. Industrial Intensive areas are located within the urban portion of the county and receive an urban level of public infrastructure and services. The proposed use of the site as a CNG fueling station is consistent with the existing land use designation.

Impacts in regards to consistency with the General Plan are ***less than significant***.

### **NORTH HIGHLANDS COMMUNITY PLAN**

The project site is located within the North Highlands community of unincorporated Sacramento County. The County Board of Supervisors adopted the North Highlands Community Plan (Community Plan) in November 1973. The Community Plan identifies goals and objectives related to land use, population, housing, transportation, noise, utilities and community facilities in order to guide development within the Community Plan area. The Community Plan land use designation for the site is Special Planning Area (SPA).

SPAs can be established to tailor the zoning code to meet the specific needs of existing communities. They impose a “special” set of development standards for select areas that have unique qualities or problems that cannot be adequately addressed by the County’s Zoning Code, such as historic areas or main streets, or for areas subject to unique environmental conditions, such as steep slopes or flooding. SPAs may require more stringent development standards than the Zoning Code, or may actually relax such standards, depending upon the nature of the area in question.



### ***McCLELLAN PARK SPA***

With the Department of Defense's (DOD) announcement of its intention to close McClellan Air Force Base in 1995, the County of Sacramento was designated as the Local Reuse Agency. The DOD and County worked jointly on several phased Base Reuse Plans. The land at the McClellan Park site was initially categorized into specific zoning classifications in the McClellan Technology Center SPA Zoning Ordinance, which was approved by the County in July 1997. Subsequent amendments were made as additional progress in the reuse planning effort were made. The McClellan Park SPA was created through approval of a Zoning Ordinance Amendment by the BOS in December 2006, as part of the McClellan AFB Draft Final Reuse Plan Project (County Control #00-0566). The amendment designated the prior High Technology Industrial Park District, Administrative District, and Residential District into four new districts (Core Aviation/Industrial District, West McClellan District, East McClellan District, and South McClellan District). The McClellan Park SPA was last amended in January 2019.

It was the intent of the County Board of Supervisors in adopting this Special Planning Area (SPA) to facilitate conversion of the former McClellan Air Force Base (AFB) from a military facility to a modern, attractive, and economically viable industrial business park with a core of aviation, industrial, and related uses. In so doing, this SPA is intended to:

- Provide for the efficient reuse of existing McClellan facilities and high quality redevelopment of underutilized land and facilities.
- Promote an orderly, balanced, and integrated land use pattern that optimizes existing McClellan assets, supports sustainable land utilization, and enhances local and regional character, identity, and quality of development.
- Define permitted uses, development standards, performance standards, and design guidelines that provide flexibility in recognition of the unique and evolving conditions at McClellan Park generally consistent with the planning direction provided in the McClellan AFB Final Reuse Plan and the McClellan AFB Implementation Plan.

### **WEST McCLELLAN DISTRICT**

The project site is located in the West McClellan District of the McClellan Park SPA. This district is intended to accommodate light industrial and office park uses. This district is composed of three subdistricts – the Light Industrial Subdistrict, the Bell Avenue Industrial Office Park Subdistrict, and the Heavy Industrial Subdistrict. The project site currently has split land use designations (reference Plate IS-4): Bell Ave Industrial Office Park and Light Industrial.

### ***BELL AVENUE INDUSTRIAL OFFICE PARK SUBDISTRICT***

This subdistrict is intended to support light industrial and office uses in a park-like setting. All facilities and uses existing within this subdistrict as of September 17 1996, and subsequent uses approved by the Sacramento County Office of Planning and Environmental Review as of July 2018, are permitted. Uses permitted in the subdistrict

are set forth in Table 4 of the SPA, West McClellan District Permitted Uses. Uses not included in Table 4, are subject to the uses allowed by the MP (Industrial-Office Park) and the M-1 (Light Industrial) zoning districts as set forth in the Sacramento County Zoning Code, Chapter 3, Table 3.2.5.

### ***LIGHT INDUSTRIAL SUBDISTRICT***

This subdistrict is intended to support a wide range of light industrial uses including, but not limited to: light manufacturing, assembly, research and development, warehouse and distribution, and outdoor storage. All facilities and uses existing within this subdistrict as of September 17 1996, and subsequent uses approved by the Sacramento County Planning and Environmental Review as of July 2018, are permitted. Uses permitted in the subdistrict are set forth in Table 4, West McClellan District Permitted Uses. Uses permitted in the subdistrict include any use permitted in the M-1, Light Industrial zoning district as set forth in the Sacramento County Zoning Code, Chapter 3, Table 3.2.5.

### **DISCUSSION OF CONSISTENCY WITH SPA**

The CNG station would fall under the “Bulk fuel storage, and dispensing to include CNG” use of the Industrial Uses in Table 4 of the SPA. This use is a permitted use with special conditions in the Light Industrial and Heavy Industrial Subdistricts, but is not allowed in the Bell Avenue Industrial Office Park Subdistrict. The proposed SPA amendment would change the Bell Avenue Industrial Office Park Subdistrict land use designation to Light Industrial Subdistrict.

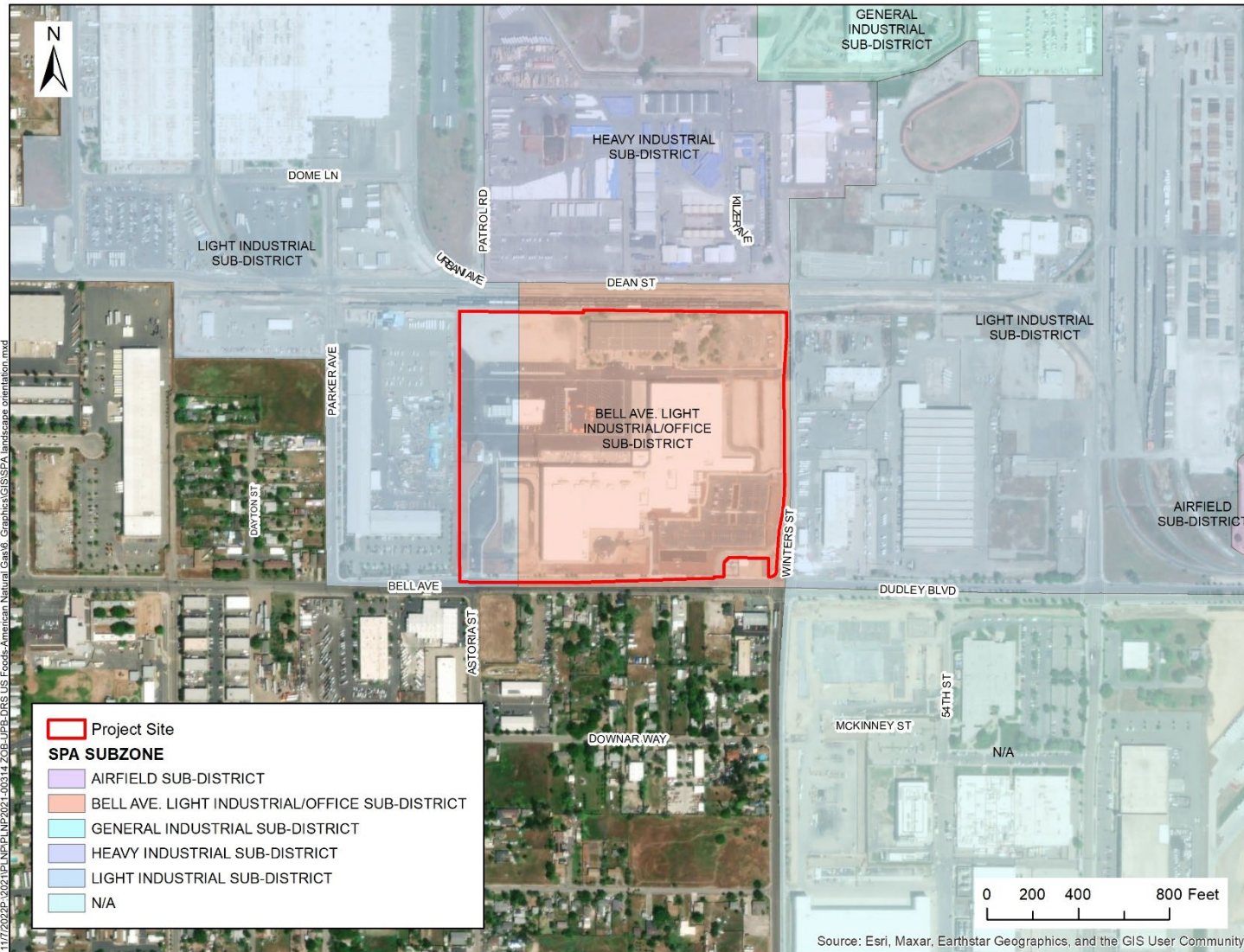
Parcels to the east and west of the project site are within the Light Industrial Subdistrict zoning district; therefore, the requested SPA amendment is consistent with the adjacent Subdistricts. Additionally, uses within the Bell Avenue Industrial Office Park are intended to be consistent with the allowed uses in MP and M-1 zoning districts as set forth in the Sacramento County Zoning Code, Chapter 3, Table 3.2.5.

The dispensing and sale of CNG is an allowed use with approval of a Conditional Use Permit by the BOS, within a M-1 zoning district. The sale of compressed natural gas can be found in the Allowed Uses and Limitations of County Zoning Code Section 3.7.9.C.2.e (ii) for Automobile Service Stations.

Although the proposed CNG station is inconsistent with the Bell Avenue Industrial Office Park Subdistrict, it is consistent with the M-1 zoning district and would be consistent with McClellan Park SPA upon approval of the requested SPA Amendment.

Impacts in regards to consistency with the McClellan Park SPA are ***less than significant***.

Plate IS-4: Existing SPA Land Use Designations



## AIRPORTS

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

- Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip
- Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards

The subject project is located within the McClellan Airport Policy Planning Area. Land Use compatibility for the Airfield is guided by the McClellan Air Force Base (McClellan AFB) Comprehensive Land Use Plan (CLUP), a document prepared by the Airport Land Use Commission (ALUC). The McClellan CLUP was adopted in January 1987 and the current version was last amended in December 1992. The purpose of the CLUP is to establish land use compatibility guidelines for height, noise, and safety within Airport Policy Areas. The CLUP is intended to protect airport operations from encroachment by non-compatible land uses, as well as protect citizens on the ground from the impacts of excessive noise and aircraft accidents. Any project that requires an entitlement and that falls within an airport safety zone or noise contour will be subject to the land use policies outlined in the CLUP. Generally, no land uses except open space are allowed in Clear Zones, many uses are restricted in the Approach-Departure Zone, and most uses are allowed within the Overflight Zone.

The project site is located within the Overflight Safety Zone of the CLUP. These zones reflect operations and aircraft-related noise levels at the airport during full operations at McClellan AFB. All projects located within the McClellan Airport Planning Policy Area must comply with the CLUP. According to the CLUP's Land Use Compatibility Guidelines for Safety, natural gas pipelines and storage are an allowed use in the Overflight Zone, as are fuel dealers. The proposed CNG station is an allowed use in the Overflight Zone and therefore, would not result in a safety hazard for people residing or working in the vicinity of the airport. Impacts are ***less than significant***.

General Plan Policy NO-2 of the Noise Element states,

Proposals for new development within Sacramento County which may be affected by aircraft noise shall be evaluated relative to Table 4: Land Use Compatibility for Aircraft Noise, except in the following case. Development proposals which may be affected by aircraft noise from Sacramento International Airport shall be evaluated relative to the Land Use Compatibility Plan prepared for Sacramento International Airport dated December 12, 2013, adopted herein by reference.

The SPA requires that before issuance of any building permit for all uses, the owner of the underlying property shall, as a condition of development approval, dedicate to Sacramento County an aviation easement acknowledging ongoing operations at the Sacramento McClellan Airport as prescribed in McClellan SPA 511-22 Performance



Standards, Section d(2). Such aviation easement shall grant to McClellan Business Park, as the airport owner/operator, the right to permit aircraft operations, which may generate noise and vibration affecting the property. Dedication of an aviation easement has been included in the project's conditions of approval by Sacramento County Department of Airports.

The project site is located between the 65-70 dB Community Noise Equivalent Level noise contours. The Land Use Compatibility for Airport Noise (Table 4 of the Noise Element) indicates that natural gas pipelines and storage and fuel dealers are both allowed within the 65-70dB CNEL noise contours. The same uses are also consistent with the Land Use Compatibility Table for Airport Noise for the CLUP. Neither use requires additional noise mitigation. The project would not expose individuals to aircraft noise in excess of standards.

Impacts are *less than significant*.

## **TRANSPORTATION/TRAFFIC**

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

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

### ***VEHICLE MILES TRAVELLED (VMT)***

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

The County of Sacramento Department of Transportation (DOT) reviewed the project and provided an expected trip generation table, which analyzes the estimated trips from a gasoline/service station with three pumps. The DOT's trip generation table show that the estimated daily trips could generate up to 222 daily trips; however, this number is based upon expected daily trips from a typical gasoline fueling stations. DOT notes that CNG fueling stations typically generate significantly less trips than a gasoline fueling station. The applicant team estimates that the station will generate approximately 40 trips daily.

Since the proposed use would generate less than 237 daily trips, the project would be classified as a “small project” and a VMT analysis for the proposed project is not required.

Impacts related to VMT are *less than significant*.

### **ACCESS AND CIRCULATION**

The proposed site plan shows one point of access off of Kilzer Avenue to the proposed, public CNG station.

DOT (Hynes, March 2022) conditioned the project to bring the proposed driveway(s) into conformance with County Standards to allow installation prior to issuance of a Certificate of Occupancy. The Sacramento Metropolitan Fire District (Metro Fire; Klets, February 2022) reviewed the project and provided conditions related to fire access turnaround, minimum roadway widths, and gate location and access via a Knox (gated) access system. The project is required to comply with the above conditions, as well as all applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance with existing regulation and code, impacts related to access and circulation are *less than significant*.

### **AIR QUALITY**

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

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard
- Expose sensitive receptors to pollutant concentrations in excess of standards

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

**Table IS-1: Air Quality Standards Attainment Status**

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

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

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

3. For both that 1997 and the 2008 Standard.

4. Cannot be classified

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

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

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

**Table IS-2: SMAQMD Significance Thresholds**

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

***CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS***

Short-term air quality impacts are mostly due to dust (PM<sub>10</sub> and PM<sub>2.5</sub>) generated by construction and development activities, and emissions from equipment and vehicle engines (NO<sub>x</sub>) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM<sub>10</sub> and PM<sub>2.5</sub> are considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

**PARTICULATE MATTER AND OZONE PRECURSOR (NO<sub>x</sub>) EMISSIONS**

The SMAQMD Guide includes screening criteria for construction-related particulate matter and NO<sub>x</sub>. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction PM<sub>10</sub>, PM<sub>2.5</sub>, or NO<sub>x</sub> thresholds of significance provided that the project does not:

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



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

**DISCUSSION OF PROJECT IMPACTS**

While the project parcel is more than 35 acres in size, the proposed project site is less than 2 acres and therefore, does not exceed the 35-acre threshold established by the SMAQMD. The project does not involve buildings of more than four stories. The project does not include demolition activities, an unusually compact construction schedule, nor will it require import or export of soil materials with a considerable amount of haul truck activity. Therefore, the project meets the screening criteria for particulate matter and NO<sub>x</sub> and further analysis is not required.

Impacts are *less than significant*.

**OPERATIONAL EMISSIONS/LONG-TERM IMPACTS**

Once a project is completed, additional pollutants are emitted through the use or operation of the site. Operational emissions would stem from site lighting, CNG fueling equipment, and mobile emissions associated with the public fueling station. Lighting operational emissions for the project are negligible. US Foods fleet of trucks that would utilize the proposed time-fill station are already in operation and were not included in this analysis. Mobile emissions associated with the public, fast-fuel CNG station were calculated using a project-specific spreadsheet (Appendix A) generated by SMAQMD staff (Huss, November 2022). The spreadsheet analyzed daily mobile emissions for criteria pollutants from running and idling of CNG vehicles, assuming 40 trucks daily making a round-trip of 17 miles. The spreadsheet conservatively assumed a rural daily trip length of 8.5 miles for Sacramento County based upon an industrial land use in Appendix D of Table 4.3 of CalEEMod version 2020.4.0. Annual CNG emissions were averaged for all CNG vehicles using California Air Resource Board’s Emission Factor (EMFAC) web database.

Estimated emissions for this scenario are shown in Table IS-3.

**Table IS-3: Operational Mobile Emissions for Public, Fast-Fill CNG Fueling Station**

Operational Year 2023	Constituent in pounds per day			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Thresholds	65	65	80	82
Operational (long-term)	0.95	18.36	2.44	0.83

Operational emissions associated with the proposed project are significantly below the operational thresholds adopted by SMAQMD; impacts to air quality are *less than significant*.

## **NOISE**

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

- Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies

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

The goals of the Sacramento County General Plan Noise Element are to: (1) protect the citizens of Sacramento County from exposure to excess noise and (2) protect the economic base of Sacramento County by preventing incompatible land uses from encroaching upon existing planned noise-producing uses. The General Plan defines a noise sensitive outdoor area as the primary activity area associated with any given land use at which noise sensitivity exists. Noise sensitivity generally occurs in locations where there is an expectation of relative quiet, or where noise could interfere with the activities taking place in an outdoor activity area. An example is a backyard, where loud noise could interfere with the ability to engage in normal conversation.

The Noise Element of the Sacramento County General Plan establishes noise exposure criteria to aid in determining land use compatibility by defining the limits of noise exposure for sensitive land uses. There are policies for noise receptors or sources, aircraft noise, transportation or non-transportation noise, and interior and exterior noise. The discussion hereafter is specific to non-transportation noise sources and construction activities. Please see Airports discussion above for aircraft noise and airport land use compatibility.

General Plan Policies, NO-7 and NO-8 state,

NO-7. The “last use there” shall be responsible for noise mitigation. However, if a noise-generating use is proposed adjacent to lands zoned for uses which may have sensitivity to noise, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 (see TableIS-6) standards at the property line of the generating use in anticipation of the future neighboring development.

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

### **CONSTRUCTION-RELATED NOISE**

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

### **OPERATIONAL NOISE**

The project is located in an existing industrial area of McClellan Park and the nearest sensitive use is an outdoor, residential area, approximately 1,050 feet south of the public CNG station. The use of compressors onsite would not generate noise in excess of existing ambient noise associated with aircraft and railroad traffic adjacent to the site. Operational noise associated with this equipment would not exceed noise standards at the nearest residences given existing ambient noise and attenuation of equipment noise over 1,000 feet to the nearest sensitive receptor. No mitigation would be required. Noise-related impacts are ***less than significant***.

### **HYDROLOGY AND WATER QUALITY**

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

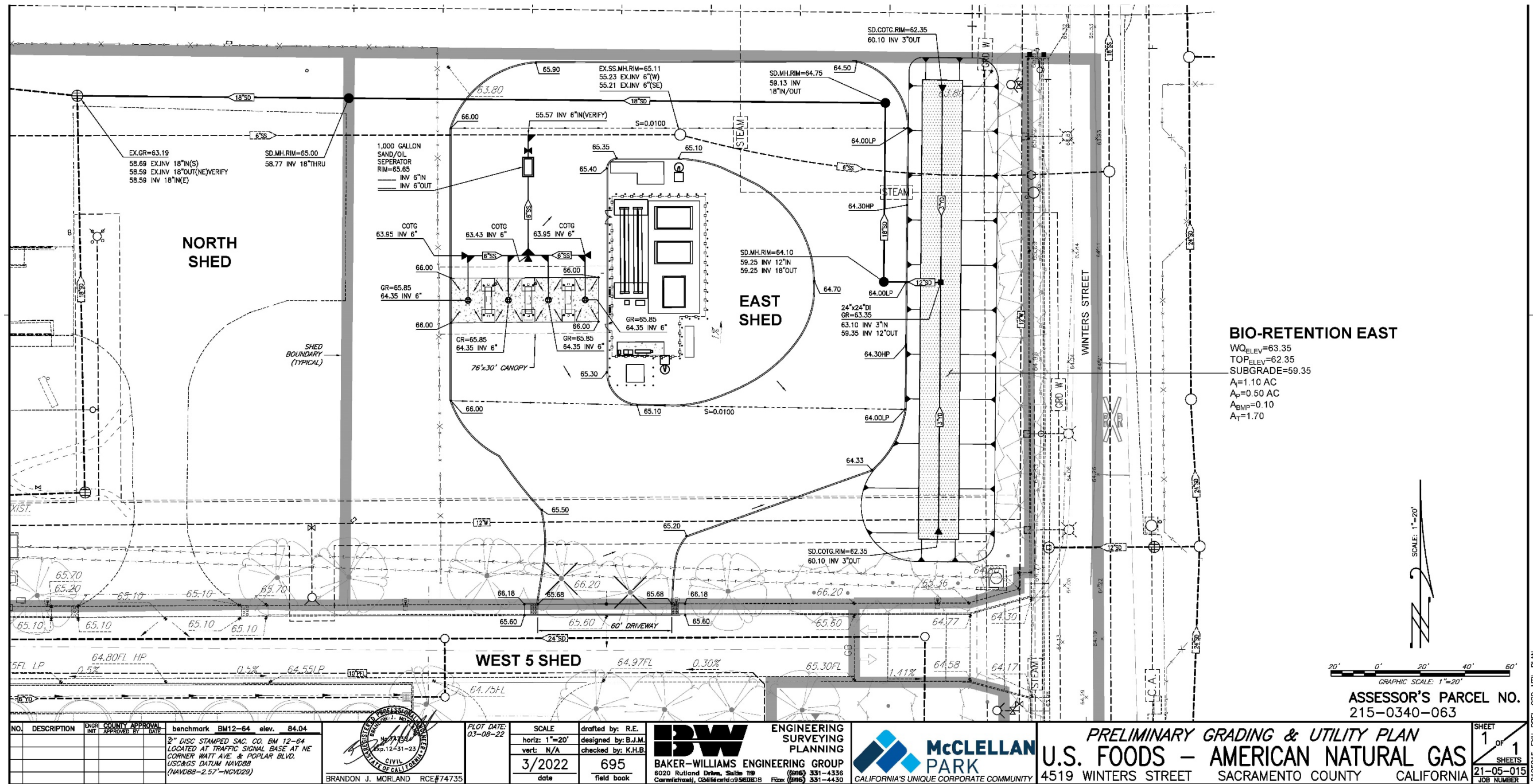
- Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area
- Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality

### ***LOCAL FLOOD HAZARD AREA & DRAINAGE***

The parcel is located within the Magpie Creek watershed. The project site is located within a local flood hazard area, but is not within a federally mapped floodplain. The proposed drainage improvements would utilize the existing slope of the site to direct runoff towards the proposed bioswale, to be located at the eastern end of the site (reference Plate IS-5). Captured water would filtrate through the swale and into the proposed storm drain system that would flow to the north and then west, where it would connect into the existing drainage system.

The project will be required to install on-site drainage facilities in accordance with the latest version of the *Stormwater Quality Design Manual for the Sacramento Region*. Compliance with the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standard, and DWR's conditions will ensure that project impacts related to drainage are ***less than significant***.

Plate IS-5: Proposed Drainage Improvements





## **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](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/>

Drainage improvements in the proposed time-fill station area were made as part of a separate project, when the US Foods distribution center was constructed. The public, fast fuel project site is approximately 1.72 acres in size and would be required to implement low impact development measures. The project proponent is proposing to construct a bioswale on the eastern end of the property. 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***.

## **BIOLOGICAL RESOURCES**

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

- Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species

The project site is located next to an active railway and within an urban, industrial setting. The site is devoid of vegetation, trees, and surface waters. There is no potential for the presence of special status species on the site.

The site located immediately west of the project site at 4515 Winters Street does contain several ornamental landscaping trees along its eastern edge. These trees do not overhang the proposed project site and would not be affected by construction activities. It is unlikely that these trees would be used by migratory nesting birds because of the daily rail and semi-truck traffic at the site. Construction-related noise is unlikely to exceed existing, ambient noise levels in the vicinity and therefore, is unlikely it would disturb any nesting species utilizing the trees. The project does not have the potential to have a substantial adverse effect on the movement of any native resident or migratory wildlife species.

Impacts are *less than significant*.

## **CULTURAL RESOURCES**

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

- Cause a substantial adverse change in the significance of a historical resource
- Have a substantial adverse effect on an archaeological resource
- Disturb any human remains, including those interred outside of formal cemeteries

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

In addition to historically significant resources, an archeological site may meet the definition of a “unique archeological resource” as defined in PRC Section 21083.2(g). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, mitigation measures shall be required (PRC Section 21083.2 (c)).



CEQA Guidelines Section 15064.5 (e) outlines the steps the lead agency shall take in the event of an accidental discovery of human remains in any location other than a dedicated cemetery.

### ***CULTURAL SETTING***

A search of records and historical information on file at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) was conducted, on November 21, 2022, by NCIC staff for the project area and a 1/4-mile buffer. The records search did not identify any previously recorded resources within the project site.

The project site consists of a former Air Force base (AFB) that was in use until 2001. As part of the closure action at McClellan AFB, buildings at the site were evaluated for their historic significance and eligibility for listing in the National Register of Historic Places. Sixty buildings at the Main Installation and the Sacramento River Docks were eventually listed or found to be eligible for listing. These areas make up the Sacramento Air Depot Historic District.

### **PROJECT IMPACTS**

The project site occurs outside of the Sacramento Air Depot Historic District. The project would not alter or demolish any existing built structures in the vicinity and therefore, would not have an impact on a historic built resource.

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

### **TRIBAL CULTURAL RESOURCES**

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

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

subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

### ***TRIBAL CULTURAL RESOURCE SETTING***

In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, formal notification letters were sent to those tribes who had previously requested to be notified of Sacramento County projects on November 1 and November 3, 2022. One response was received from the United Auburn Indian Community (UAIC), on November 3, 2022, declining consultation under AB 52.

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

Tribal cultural resources (TCRs) were not identified by UAIC or the NCIC records search. Sacramento County Standard Construction Measures require the inclusion of a note on construction plans regarding unanticipated discoveries. Project impacts to TCRs is ***less than significant***.

### **HAZARDS AND HAZARDOUS MATERIALS**

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

- 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
- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials

The project applicant retained Haro Environmental, Inc. as a consultant to prepare a Phase I Environmental Site Assessment (Appendix B) for the project. The purpose of the assessment was to identify known, historic and potential recognized environmental conditions resulting from historic and/or current uses of hazardous substances or petroleum products at the site.

Haro Environmental contracted a government agency database search from Environmental Data Resources (EDR). Government agency database records are

sources of information that may be helpful in evaluating activities that may have contributed to a release of hazardous substances or petroleum products to soil and/or groundwater. The site's current address of 4519 Winters Street was not listed in the databases searched by EDR; however, the property's former situs address of 4481 Kilzer Avenue (APN 215-0340-029) was listed in multiple databases.

### ***SITE ENVIRONMENTAL HISTORY***

#### **McCLELLAN AIR FORCE BASE**

The two project areas are located on one parcel within McClellan Business Park. The parcel is located in the southwestern portion of the decommissioned, 3,452-acre McClellan Air Force Base. The base was operated from 1936 until 2001 as an aircraft repair depot and supply base. Prior to the decommissioning of the base, the US Air Force began remedial actions of the facility. McClellan Air Force Base is listed in the Department of Defense's (DOD) and the U.S. Environmental Protection Agency's (EPA) Superfund National Priorities List (NPL) databases with boundaries extending beyond the base itself and including the subject site. The status of the DOD listing is scheduled to close. The listing in the NPL database provides a description of the initiation of investigations into soil and groundwater contamination in this area, as well as the contaminants and media affected. The status of the NPL investigation is open. According to the State of California Water Board's GeoTracker database, the 3,452-acre NPL site was divided into hundreds of separate areas that have unique cleanup and management plans.

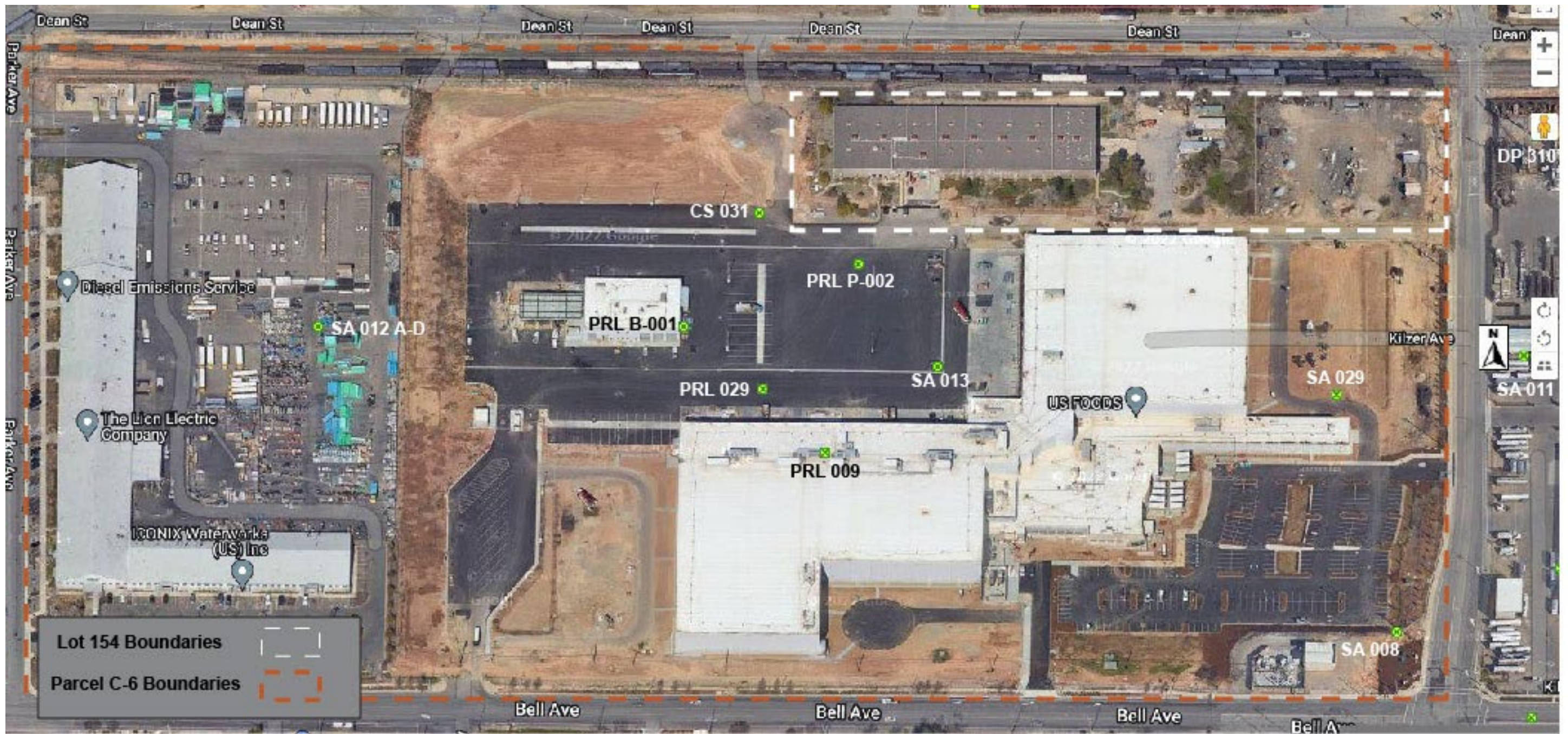
The Remedial Action Completion Report (RACR) associated with this area refers to the site location as Parcel C-6. Parcel C-6 was composed of four separate lots (Lot Numbers 153, 154, 155, 156) and consisted of the 62-acre area bound by the railroad and Dean Street to the north, Winters Street to the east, Bell Avenue to the south, and Parker Avenue to the west (reference Plate IS-6 and Plate IS-7). Parcel C-6 was the first portion of McClellan Air Force Base privatized for remediation. Both of the proposed project areas are located within the boundaries of Parcel C-6. The public, CNG station site is located on the northeastern corner of Parcel C-6 and within the eastern half of Lot 154. The proposed private, time-fill station is located near the center of Parcel C-6 and within the central area of Lot 153.

Plate IS-6: Project Parcel's Former Lot Numbers





Plate IS-7: 2022 Aerial Overlay Depicting Parcel C-6 and Lot 154 Boundaries and Remediated Hazardous Materials Sites & Record IDs





Portions of Parcel C-6 were previously under the control of the U. S. Air Force Installation Restoration Program (IRP); however, none of the IRP sites were located in the proposed public, CNG station area. IRPs associated with Lot 154 were located on the western portion near the existing warehouse building. The Parcel C-6 U.S. EPA Record of Decision (ROD), dated May 2009, determined the potential risk from chemical contamination in soil required action to eliminate or limit exposure pathways to human receptors. Remedial actions could include a combination of soil excavation, on-site treatment, placement of clean fill, and/or selective disposal and institutional controls (i.e., industrial use restrictions). In August 2011, EPA concluded, that the remedial action has been performed in accordance with the Administrative Order of Consent (AOC) and the performance standards for Parcel C-6 had been achieved. In consultation with the California Department of Toxic Substances Control and the Central Valley Regional Water Quality Control Board, EPA approved the RACR and pursuant to Paragraph 62 of the AOC, issued a Certification of Completion of the remedial action for Parcel C-6. Confirmation / data gap soil sampling indicates that soil contamination levels for Parcel C-6, exceed residential screening levels but are below industrial screening levels. Since contaminants exceed residential screening levels, a Land Use Covenant (LUC) was recorded against the entire parcel. LUCs are recorded in order to limit public exposure to remnant hazardous materials, wastes, or substances that remain on the property which are not suitable for unrestricted land uses.

The LUC, dated September 2011, restricts residential, hospital, schools (public or private), and day care facilities on Parcel C-6. The 2011 LUC also specifies that any soil disturbance (digging, excavation, grading, trenching, etc.) must be conducted in accordance with the state-approved Site-Specific Soils Management Manual (SMM). Individual areas of contamination within Parcel C-6 were identified, and cleanup of these areas was completed; however, not all of these areas had regulatory closure at the time of the report's preparation. None of the identified areas were located at the 4519 Winters Street site. No hazardous substances were stored by the U. S. Air Force or known to have been released, treated, or disposed of on the project site by the U. S. Air Force.

Soil sampling concentrations on Lot 154 did not exceed any use thresholds; however, since portions of Parcel C-6 exceeded residential screening thresholds, land use restrictions remain in effect for Lot 154. These restrictions will remain in effect unless contaminants in all of the lots that comprise Parcel C-6 are also below the unrestricted use limits; therefore, dig restrictions associated with the LUC for Parcel C-6 remain applicable to Lot 154. These restrictions do not prohibit ground-disturbing construction activities, but impose site-specific soil management requirements such as additional soil sampling, preparation of hazardous substances exposure safety plans, and disposal requirements.

Since prior soil sampling on Lot 154 were below all land use screening thresholds, further sampling would not be required. Soil on Lot 154 is classified as Category A and does not require special handling or disposal restrictions.

Results of the regulatory agency database search performed by EDR indicate numerous properties near the site are listed in the databases searched by EDR; however, based on either distance from the site or on the nature of the listings (non-release site), these nearby listed properties would not be expected to pose an environmental concern to the site. There are eight records on the C-6 parcel; however, none of these sites are located upon the 4519 Winters Street site (fast-fuel, public station area). The eight recorded sites and two sites located north of Dean Street at a higher elevation are discussed below:

#### **McClellan Air Force Base B – PRL T-046 Defuel Tanks – McClellan, CA**

The McClellan Air Force Base B – PRL T-046 Defuel Tanks is listed on the CERS TANKS, DEED and MILITARY PRIV SITES databases. According to the MILITARY PRIV SITES database, this was the location of a former aircraft maintenance complex with a 2,000 gallon underground oil/water separator tank that operated between the years 1968 and 1990. The database listed the following potential contaminants of concern associated with this site: benzene, other chlorinated hydrocarbons, tetrachloroethylene (PCE), trichloroethylene (TCE), xylene, polychlorinated biphenyls (PCBs), diesel, and gasoline; and the following potential media affected: other groundwater (uses other than drinking water), soil, soil vapor. In addition to potential releases during operation, approximately 400 gallons of fuel and wastewater spilled during removal of this tank. The status of this site was listed as open – eligible for closure. No additional significant details were provided in the CERS TANKS or DEED databases. Because the property is upgradient from the project site, a release from the tank may pose an environmental concern to the project site; however, the subject site has no known historic use that involved chemical storage or handling, so it is unlikely that chemicals associated with this listing would be attributed to the subject site.

#### **McClellan Air Force Base B – SA 016 (SD194) Hangar – McClellan, CA**

The McClellan Air Force Base B – SA 016 (SD194) Hangar is listed on the CERS TANKS database. The CERS description for this listing is Military Underground Storage Tank Site. No additional information was provided in this listing. According to Geotracker, the status of this site is open – eligible for closure. Because the property is upgradient from the site, a release may pose an environmental concern to the site; however, the subject site has no known historic use that involved chemical storage or handling, so it is unlikely that chemicals associated with this listing would be attributed to the subject site.

#### **McClellan Air Force Base B – SA 011 UST – McClellan, CA**

The McClellan Air Force Base B – SA 011 UST is listed on the CERS TANKS database. The CERS description for this listing is Military Underground Storage Tank Site. No additional information was provided in this listing. According to Geotracker, the status of this listing was completed – case closed. Based on the regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

#### **McClellan Air Force Base B - SA 029 Calibration Shop/UST – McClellan, CA**

The McClellan Air Force Base B – SA 029 Calibration Shop/UST is listed on the DEED database. The status of this listing was completed – case closed. No additional information was provided in this listing. Based on the regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

**McClellan Air Force Base B - PRL P-002 WASTE POND – McClellan, CA (Parcel C-6)**

The McClellan Air Force Base B – PRL P-002 WASTE POND is listed on the DEED database. The status of this listing was completed – case closed. No additional information was provided in this listing. This site is located in the proposed time-fill station area; however, there is no subsurface work proposed in this area as the equipment for the station would all be located above ground. Additionally, there is an existing gas line, electrical conduits, and connections to each would be made above ground. Based on this information and the closed regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

**McClellan Air Force Base B - SA 013 (SS191): Chemical Storage – McClellan, CA (Parcel C-6)**

The McClellan Air Force Base B – SA 013 (SS191): Chemical Storage is listed on the DEED database. The status of this listing was completed – case closed. No additional information was provided in this C-6). Based on the regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

**The McClellan Air Force Base B – CS 031 (SS031): Incinerator Ash Burial Pit is listed on the DEED and the MILITARY PRIV SITES databases.**

The statuses of these listing were completed – case closed. According to the MILITARY PRIV SITES database, this site included a refuse incinerator that was reportedly used from 1963 to 1968, and likely removed sometime between 1971 and 1976. The database also stated that ash generated from the incinerator may have been disposed of in several on-site burial pits, but the location of these pits is unknown (Radian, 1991b). No additional information was provided in the DEED listing. Based on the regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

**McClellan Air Force Base B - PRL B-001: Landfill – McClellan, CA (Parcel C-6)**

The McClellan Air Force Base B – PRL B-001: Landfill is listed on the DEED and the MILITARY PRIV SITES databases. The statuses of these listing were completed – case closed; however, according to the MILITARY PRIV SITES database, regulatory concurrence was not reached due to a 1956 aerial photograph that depicted the possible location of a burial pit on this site. Subsequent investigations found no supporting evidence of a former burial pit. Furthermore, a 2008 Final Parcel C-6 Record of Decision (ROD) prepared by AECOM added that PRL B-001 overlaps a separate Parcel C-6 site (SA 012A/B) with known PCB contamination. According to the ROD, the remedy for SA 021 A/B was expected to address any soil contamination in PRL B-001 (AECOM, 2008). No additional information was provided in the DEED listing. Based on the regulatory

status, this case would not be expected to pose a significant environmental concern for the project site.

#### **McClellan Air Force Base B - PRL 029 (SS029) Landfill – McClellan, CA (Parcel C-6)**

The McClellan Air Force Base B – PRL 029 (SS029) Landfill: Chemical Storage is listed on the DEED database. The status of this listing was completed – case closed. No additional information was provided in this listing. Based on the regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

#### **McClellan Air Force Base B - PRL 009 (LF076) Landfill – McClellan, CA (Parcel C-6)**

The McClellan Air Force Base B – PRL 009 (LF076) Landfill: Chemical Storage is listed on the DEED database. The status of this listing was completed – case closed. No additional information was provided in this listing. Based on the regulatory status, this case would not be expected to pose a significant environmental concern for the project site.

#### **VISIONS PAINT RECYCLING**

Following the decommissioning of the Base, Visions Paint Recycling, Inc began operations at 4481 Kilzer Avenue (present-day 4515 Winters Street). The listings were for Visions Paint Recycling, Inc. at 4481 Kilzer Avenue which was listed in the CA Department of Toxic Control's HAZNET database, Sacramento County ML databases, CA NPDES and CA Hazardous Waste Tracking System (HWTS) databases. The CA HAZNET database listed the waste types and disposal methods of this business. The CA National Pollutant Discharge Elimination System (NPDES) listed the status of this permit as terminated. The CA HWTS database listed the create date of the permit as 9/5/2008 and the last act date as 9/6/2019. No additional significant details were provided in the CA Sacramento Co. ML database. No violations or releases were noted in the databases.

#### **CONCLUSION**

The Phase I ESA did not find records of any hazardous materials cases at the 4519 Winters Street site. Pedestrian surveys conducted by HARO did not identify any soil staining from spilling of petroleum products. The appendices of the HARO report noted that past soil sampling conducted onsite noted that while soil contamination levels exceeded residential screening levels, contamination was below industrial screening levels. Further sampling at this site would not be required since the proposed use is industrial. While there are more restrictive dig restrictions associated with the PRL P-002 site, located in the proposed time-fill station area of Lot 153, no subsurface work is necessary in this area as all of the fueling equipment would be located above-ground and would establish connections to existing lines and conduit already in place.

Impacts related to hazardous materials are ***less than significant***.

## **GREENHOUSE GAS EMISSIONS**

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

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

### ***REGULATORY BACKGROUND***

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. SB 32 extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.<sup>1</sup>

### ***COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING***

In November of 2011, Sacramento County approved the Phase 1 Climate Action Plan Strategy and Framework document (Phase 1 CAP), which is the first phase of developing a community-level Climate Action Plan. The Phase 1 CAP provides a framework and overall policy strategy for reducing greenhouse gas emissions and managing our resources in order to comply with AB 32. It also highlights actions already taken to become more efficient, and targets future mitigation and adaptation strategies. This document is available at [http://www.green.saccounty.net/Documents/sac\\_030843.pdf](http://www.green.saccounty.net/Documents/sac_030843.pdf). The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

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

Goals in the section on energy focus on increasing energy efficiency and increasing the usage of renewable sources. Actions include implementing green building ordinances and

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<sup>1</sup> EO S-03-05 has set forth a reduction target to reduce GHG emissions by 80 percent below 1990 levels by 2050. This target has not been legislatively adopted.



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

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

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

Goals in the section on water include reducing water consumption, emphasizing water efficiency, reducing uncertainties in water supply by increasing the flexibility of the water allocation/distribution system, and emphasizing the importance of floodplain and open space protection as a means of providing groundwater recharge. Actions include metering, water recycling programs, water use efficiency policy, water efficiency audits, greywater programs/policies, river-friendly landscape demonstration gardens, participation in the water forum, and many other related measures.

The Phase 1 CAP is a strategy and framework document. The County adopted the Phase 2A CAP (Government Operations) on September 11, 2012. Neither the Phase 1 CAP nor the Phase 2A CAP are “qualified” plans through which subsequent projects may receive CEQA streamlining benefits. The Communitywide CAP (Phase 2B) has been in progress for some time (<https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/CAP.aspx>) but was placed on hold in late 2018 pending in-depth review of CAP-related litigation in other jurisdictions.

The commitment to a Communitywide CAP is identified in General Plan Policy LU-115 and associated Implementation Measures F through J on page 117 of the General Plan Land Use Element. This commitment was made in part due to the County’s General Plan Update process and potential expansion of the Urban Policy Area to accommodate new growth areas. General Plan Policies LU-119 and LU-120 were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. This second phase CAP is intended to flesh out the strategies involved in the strategy and framework CAP, and will include economic analysis, intensive vetting with all internal departments, community outreach/information sharing, timelines, and detailed performance measures. County Staff prepared a final draft of the CAP, which was heard at the Planning Commission on October 25, 2021. The CAP was brought to the Board of Supervisors (BOS) as a workshop item on March 23, 2022. The CAP was revised based upon input received from the BOS and a final CAP was brought back before the BOS for approval, on September 27, 2022, but was continued to a future hearing date.

### **THRESHOLDS OF SIGNIFICANCE**

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

In April 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB's 2017 Climate Change Scoping Plan. The Sacramento County Board of Supervisors adopted the updated GHG threshold in December 2020. SMAQMD's technical support document, "Greenhouse Gas Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 metric tons of CO<sub>2</sub>e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO<sub>2</sub>e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.
  - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)
  - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-4. Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. For projects that exceed 1,100 metric tons per year, then compliance with BMP 3 is also required:

- BMP 3 – Reduce applicable project VMT by 15% residential and 15% worker relative to Sacramento County targets, and no net increase in retail VMT. In areas

with above-average existing VMT, commit to provide electrical capacity for 100% electric vehicles.

SMAQMD’s GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-7.

**Table IS-4: SMAQMD Thresholds of Significance for Greenhouse Gases**

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

***PROJECT IMPACTS***

**CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS**

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. The project is within the screening criteria for construction related impacts related to air quality. Therefore, construction-related GHG impacts are considered ***less than significant***.

**OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS**

SMAQMD’s operational GHG thresholds guidelines address a range of residential and commercial uses. SMAQMD clarifies that industrial projects are relatively unique and should be evaluated on a case-by-case basis.

The majority of GHG emissions associated with the project would be attributed to mobile emissions. Site lighting and fueling equipment would rely solely on electrical power. The project does not include any buildings, and therefore, would not utilize natural gas for heating or power. The applicant estimates that the public fueling station will generate 40 daily trips. The number of trips is below OPR’s de minimis mobile GHG impacts significance threshold for “small projects that generate or attract fewer than 110 trips per day”; therefore, impacts from GHG emissions are ***less than significant***.

**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
<b>1. LAND USE - Would the project:</b>					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The current application and future improvements are not consistent with the existing McClellan SPA land use designations; however, they would be consistent upon approval of the requested entitlements. Refer to the Land Use discussion in the Environmental Effects section above.
b. Physically disrupt or divide an established community?				X	The project will not create physical barriers that substantially limit movement within or through the community.
<b>2. POPULATION/HOUSING - Would the project:</b>					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The proposed infrastructure 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.
<b>3. AGRICULTURAL RESOURCES - Would the project:</b>					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils.
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.
<b>4. AESTHETICS - Would the project:</b>					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		Construction will not substantially degrade the visual character or quality of the project site.  It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity
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.
<b>5. AIRPORTS - Would the project:</b>					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?			X		The project is located within the safety zone of McClellan Airfield.  Refer to the Airports discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?			X		The project is located in the vicinity of McClellan Airfield and is located between the 65 and 70 dB CNEL noise contours. Refer to the Airports discussion in the Environmental Effects section above.
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.
<b>6. PUBLIC SERVICES - Would the project:</b>					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider has adequate capacity to serve the water needs of the proposed project.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
<b>7. TRANSPORTATION - Would the project:</b>					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		The proposed public CNG fueling station is expected to generate approximately 40 daily trips and therefore, meets the County’s “small project” classification for projects generating less than 237 daily trips. Small projects would have a less than significant impact and screen out from further VMT analysis. Refer to the Transportation discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in a substantial adverse impact to access and/or circulation?			X		The project would not result in a substantial adverse impact to access or circulation. The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project would not result in a substantial adverse impact to public safety on area roadways. The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.
<b>8. AIR QUALITY - Would the project:</b>					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant. Refer to the Air Quality discussion in the Environmental Effects section above.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		The project would not expose sensitive receptors to pollutant concentrations in excess of standards. See Response 8.a.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Create objectionable odors affecting a substantial number of people?			X		The dispensing of CNG may result in the release of natural gas vapors. Typically, these odors are only detectable on the project site and will readily dissipate.
<b>9. NOISE - Would the project:</b>					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is in the vicinity of an active airport, and is located between the 65 -70 dB CNEL noise contours. 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 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.
<b>10. HYDROLOGY AND WATER QUALITY - Would the project:</b>					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will 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 will not substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.



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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		<p>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.</p> <p>All above-ground storage tanks are subject to federal and State regulations pertaining to operating standards, leak reporting requirements, and corrective action requirements. The County Environmental Management Department enforces these regulations. Existing regulations will ensure that impacts are less than significant.</p>
<b>11. GEOLOGY AND SOILS - Would the project:</b>					
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		<p>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.</p>
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		<p>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.</p>
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	<p>The project is not located on an unstable geologic or soil unit.</p>

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X	A public sewer system is available to serve the project.
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
<b>12. BIOLOGICAL RESOURCES - Would the project:</b>					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?				X	No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?				X	No protected surface waters are located on or adjacent to the project site.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?				X	The project site is already developed. Project implementation would not affect native resident or migratory species.
e. Adversely affect or result in the removal of native or landmark trees?				X	There are no trees on the project site.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	There are no known conflicts with any approved plan for the conservation of habitat.
<b>13. CULTURAL RESOURCES - Would the project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource?				X	No historical resources would be affected by the proposed project. Refer to the Cultural Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on an archaeological resource?				X	No known archaeological resources occur on-site. The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		The project site is located outside any area considered sensitive for the existence of undiscovered human remains. No known human remains exist on the project site.
<b>14. TRIBAL CULTURAL RESOURCES - Would the project:</b>					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and one response was received from the United Auburn Indian Community, declining consultation. Refer to the Tribal Cultural Resources discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
<b>15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material; however, there are several former hazardous material sites associated with the former McClellan Air Force Base. See discussion in Initial Study.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		Compressed natural gas is not considered a hazardous material; however, compliance with local, state and federal standards regarding the construction and maintenance of these tanks will provide adequate protection from upset conditions. Compliance with existing land use restrictions and land use covenants associated with the McClellan Reuse Plan and past remediation efforts made by the Department of Defense will ensure that known sites listed on the Cortese List do not result in 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 does not involve the use or handling of hazardous material.
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 proposed time-fill station is located above a remediated site with a status listing of "Closed". Compliance with existing land use restrictions and land use covenants associated with the McClellan Reuse Plan and past remediation efforts made by the Department of Defense will ensure that known sites listed on the Cortese List do not result in upset conditions. See discussion in Initial Study.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
<b>16. ENERGY – Would the project:</b>					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project would result in an increase of energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements.
<b>17. GREENHOUSE GAS EMISSIONS – Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The project would not generate greenhouse gas emissions that would result in a significant impact on the environment. Although the project involves the dispensing of CNG, the project site would not rely upon natural gas for heating or power. There are no buildings associated with the project. Site lighting and fueling equipment will rely solely on electrical power.  Operational Mobile GHG emissions are considered de minimis by OPR when the project would generate less than 110 daily trips; the proposed project is anticipated to generate 40 daily trips.
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**

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LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Intensive Industrial (INT IND)	X		
Community Plan	Special Planning Area	X		North Highlands Community Plan
Land Use Zone	Special Planning Area		X	McClellan Park Special Planning Area

## **INITIAL STUDY PREPARERS**

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## **APPENDICES**

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Appendix A: Mobile Emissions for Public CNG Station

Appendix B: Phase I Environmental Site Assessment. Haro Environmental, Inc., September 2021.