Todd Smith, Planning Director
Planning and Environmental Review

Troy Givans, Director
Department of Community Development

County of Sacramento

Mitigated Negative Declaration

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

1. **Control Number: PLNP2019-00028**

2. **Title and Short Description of Project:** Stockton & Gerber 76 Gas Station Use Permit

   The project consists of the following planning entitlement requests:

   - A **Use Permit** to allow a service station and convenience store with 24-hour operations as well as an incidental car wash on 0.85 acres in the Light Commercial (LC) zone.
   - A **Special Development Permit** to allow the proposed project to deviate from a development standard: Minimum Interior Side Yard Building Setback, Adjacent to Multifamily Residential Use (Section 5.5.2.A, Table 5.13): The required setback is 20 feet. As proposed, the car wash building is setback seven feet from the northern property line.
   - A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

3. **Assessor's Parcel Number:** 051-0180-021-0000

4. **Location of Project:** The project site is located at 7599 Stockton Boulevard, on the northeast corner of the intersection of Stockton Boulevard and Gerber Road, in the South Sacramento community.

5. **Project Applicant:** Mel Higginbotham

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 Mitigated Negative Declaration. Further information may be obtained by contacting the Office of Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

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

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2019-00028

NAME: Stockton & Gerber 76 Gas Station Use Permit

LOCATION: The project site is located at 7599 Stockton Boulevard, on the northeast corner of the intersection of Stockton Boulevard and Gerber Road, in the South Sacramento community.

ASSESSOR'S PARCEL NUMBER: 051-0180-021-0000

OWNER: Capital Development
9245 Laguna Springs Drive, Suite 200-254
Elk Grove, CA 95758

APPLICANT: Mel Higginbotham
11584 Francis Drive
Grass Valley, CA 95949

PROJECT DESCRIPTION

The project consists of the following planning entitlement requests:

1. A **Use Permit** to allow a service station and convenience store with 24-hour operations as well as an incidental car wash on 0.85 acres in the Light Commercial (LC) zone.
2. A **Special Development Permit** to allow the proposed project to deviate from the following development standard:
   - Minimum Interior Side Yard Building Setback, Adjacent to Multifamily Residential Use (Section 5.5.2.A, Table 5.13): The required setback is 20 feet. As proposed, the car wash building is setback seven feet from the northern property line.
3. A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

ENVIRONMENTAL SETTING

The project site is located within an urban residential and commercial area in the southwestern portion of unincorporated Sacramento County (see Plate IS-1). The site is located on the east side of Stockton Boulevard, at the corner of Gerber Road, in the South Sacramento community. The site is also located approximately 0.4 miles east of State Highway 99 and 0.3 miles north of the City of Sacramento limits. The site is currently vacant, but was once developed with a gas station in the 1970s and 1980s. The site is zoned LC (Limited Commercial). Surrounding property land uses consist of multi-family residential zoned RD-20 (Residential Density 20 acres), a vacant property, a wrecking yard and a residential care facility (across Stockton Boulevard) zoned LC and GC (General Commercial), and a gas station and convenience store (across Gerber Road) zoned LC. Elder Creek is located across Gerber Road from the project site, behind the southeastern corner lot of the Stockton Boulevard/Gerber Road intersection. See Plate IS-2 and Plate IS-3 for aerial maps that illustrate the site's surrounding uses and zoning.

The project proposes to develop the property with a gas station, convenience store, car wash, and associated parking and landscaping. The gas station use is proposed at approximately 1,955 square feet with 5 fuel islands consisting of 10 fuel dispensing pumps. The convenience store use is proposed at approximately 2,914 square feet with 300± square feet for storage and 322± square feet for the electrical area. The car wash use is proposed at approximately 1,071 square feet. Both the gas station and convenience store are proposed to operate 24-hours a day, 7-days a week, while the car wash will operate between the hours of 8:00a.m to 8:00p.m. See Plate IS-4 for the site plan of the proposed project.

While the project site is vacant, it does support trees and grasses. Trees on-site, consisting of non-native trees, are mainly located along the site's boundaries. Overall, the project site is relatively flat, but does have differences in grade elevation from the roadway at 30± feet to the central and northeastern portion of the site at 32± feet.

Plate IS-1: County Vicinity Map

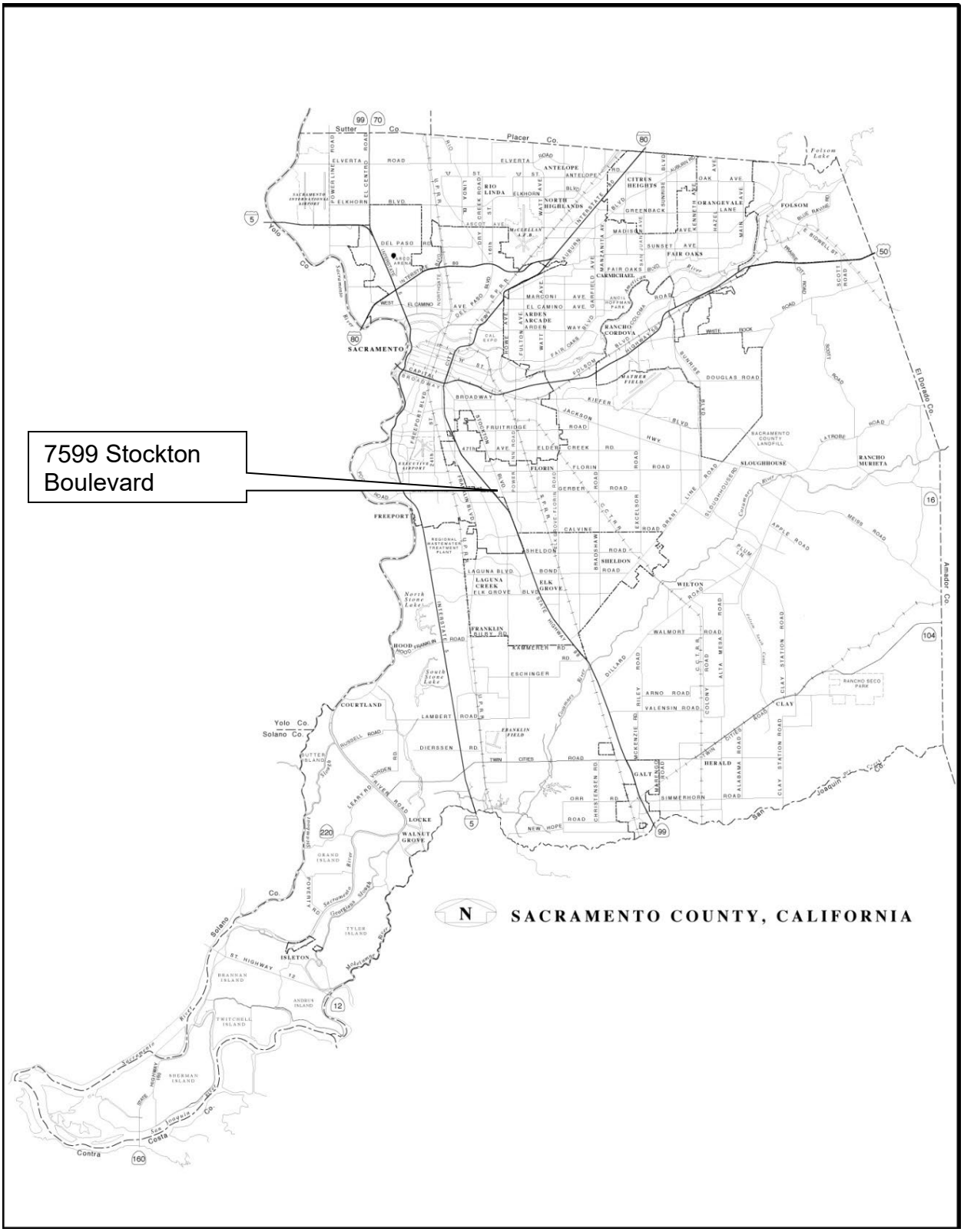


Plate IS-2: Location Map

Plate IS-3: Zoning Map

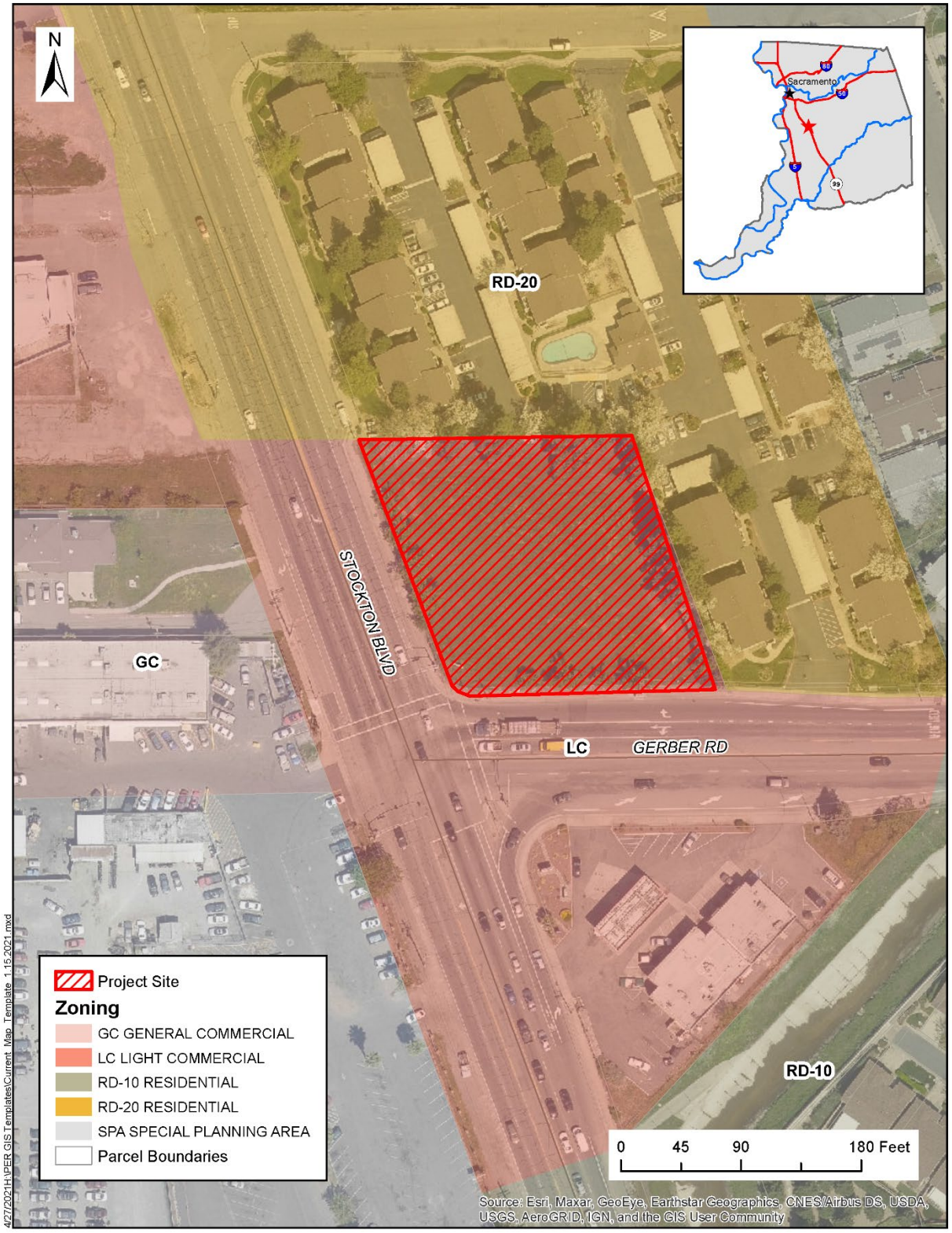
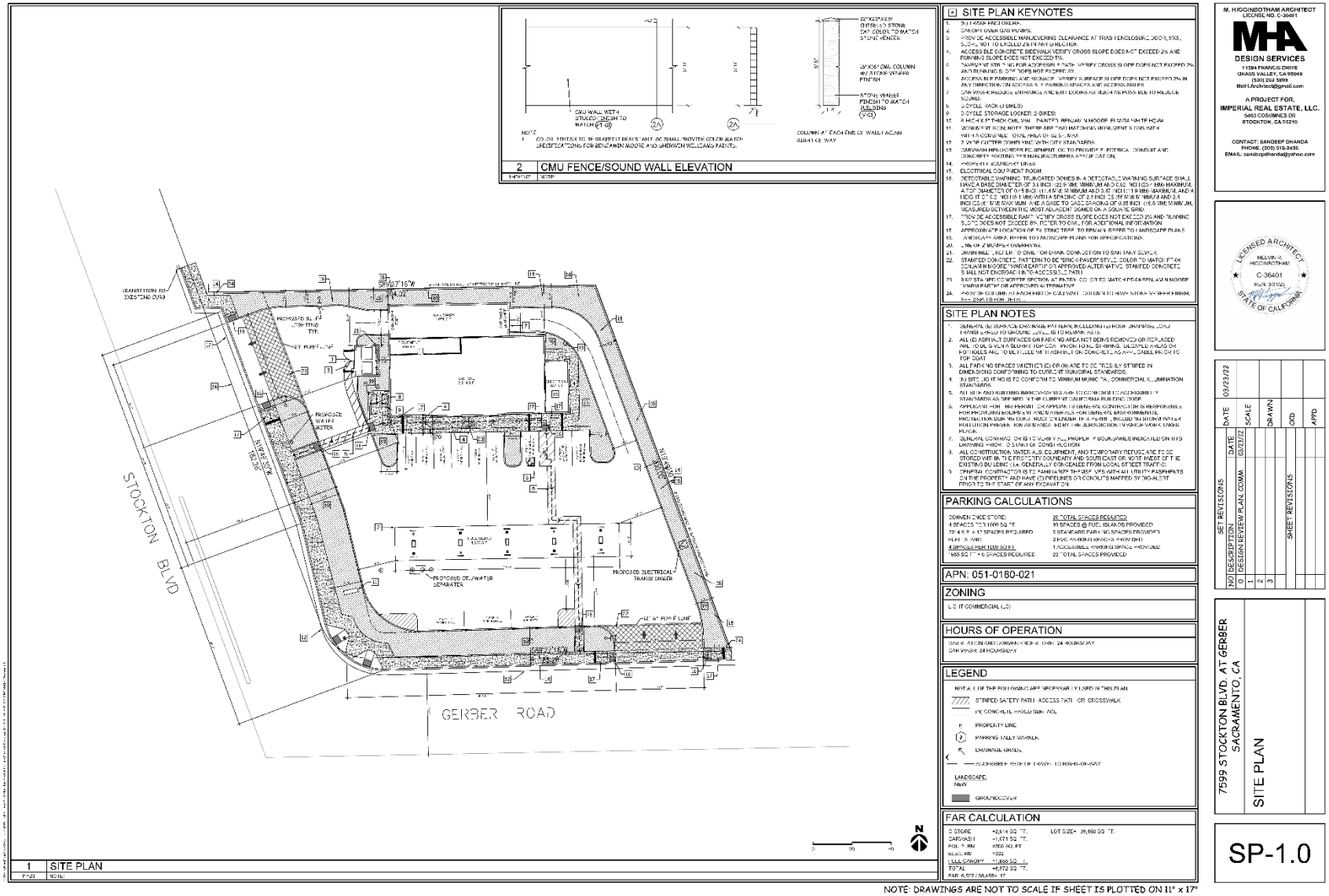


Plate IS-4: Site Plan



ENVIRONMENTAL EFFECTS

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

TRANSPORTATION/TRAFFIC

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

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

VMT ANALYSIS

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

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

Sacramento County Department of Transportation (SacDOT) has updated the Sacramento County Transportation Analysis Guidelines to reflect the new analysis requirements. The updated guidelines can be viewed at:

https://sacdot.saccounty.net/Documents/A%20to%20Z%20Folder/Traffic%20Analysis/Transportation%20Analysis%20Guidelines%2009.10.20.pdf#search=transportation%20guidelines

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

Table IS-1: Screening Criteria for CEQA Transportation Analysis

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

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

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

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

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

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

VMT: DISCUSSION OF IMPACTS

The Department of Transportation (DOT) reviewed the proposed project to determine whether the project would require a VMT analysis. DOT staff, Cameron Shew, prepared a Trip Generation Table (Table IS-2) comparing the existing use and zoning to the proposed use. As shown in Table IS-2, the proposed project would result in 1,084 new daily trips. Per the screening criteria listed in Table IS-1, SacDOT considered the project locally serving retail and in a leave out lot. Although the proposed project will result in 1,084 new daily trips, local retail uses as described in Table IS-1 are not subject to VMT analysis due to the assumption that local trips would occur with or without implementation of the project. Thus, a VMT analysis is not required and impacts are ***less than significant***.

Table IS-2: Trip Generation Table

Condition	Zoning or Use (Area)	Source	Daily Trip Rate	Daily Trips	P.M. Peak Hour Trip Rate	P.M. Peak Hour Trips
Existing Use	Vacant	---	0 N/A	0	0 N/A	0
Existing Zoning	Light Commercial 44 KSF GFA	ITE (820)	37.75 VTE/KSF GFA	168	3.81 VTE/KSF GFA	17
Existing Zoning	Pass By	ITE (820)	34%	-57 **Total:**	34%	-6 **Total: 11**

with Totals				**111**		
Proposed Use	Gasoline/Service Station with Convenience Store 12 VFP	ITE (945)	205.36 VTE/VFP	2464	13.99 VTE/VFP	168
Proposed Use with Totals	Pass By	ITE (945)	56%	-1380 **Total: 1084**	56%	-94 **Total: 74**
Increase in trips for the proposed project as compared to the existing use				**1084**	**66**	**74**

Notes: VTE = Vehicle Trip Ends VFP = Vehicle Fueling Positions
KSF GFA = 1000 square foot gross floor area
ITE = Institute of Transportation Engineers, *Trip Generation*, 10th Edition (Land Use No.)

LOCAL TRANSPORTATION ANALYSIS (LTA)

Pursuant to the request of DOT, a Local Transportation Analysis (LTA) was prepared for the proposed project. Since there is no CEQA impact associated with LOS, this discussion is being provided for informational purposes only. The LTA determined that to reduce the queuing on the westbound approach, a westbound right turn overlap (RTO) phase was modeled with the protected only southbound left turn phase. This phasing would prohibit the southbound U-turn movement, so these movements were redistributed. This change in signal operations would not allow traffic from the north to access the site with the right in/right out only driveway access on Gerber Road and Stockton Boulevard. With implementation of the RTO phasing, the Gerber Road/Stockton Boulevard intersection will continue to operate at LOS C in the AM and PM Peak Hours. However, the westbound approach queues will improve traffic operations at this location. There is no impact pursuant to CEQA related to LOS for the proposed project.

AIR QUALITY

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

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

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

established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-4).

Table IS-3: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard[1] and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour[3] Standards) Attainment (1 hour standard[2])
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide[4]	Attainment (1 hour and 24 hour Standards)	Attainment/unclassifiable[5]
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard

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

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

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

4. Cannot be classified

5. Designation was made as part of EPA's designations for the 2010 SO_2 Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017

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

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

Table IS-4: SMAQMD Significance Thresholds

	ROG[1] (lbs/day)	NO_x (lbs/day)	CO ($\mu g/m^3$)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Construction (short-term)	None	85	CAAQS[2]	80[3*]	82[3*]
Operational (long-term)	65	65	CAAQS	80[3*]	82[3*]

1. Reactive Organic Gas
2. California Ambient Air Quality Standards
3*. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance threshold of 0 lbs/day.

In order to use the non-zero thresholds of significance for operational PM emissions, SMAQMD requires projects to employ the following Best Management Practices (BMPs). It should be noted that the implementation of Best Available Control Technologies (BACT) are only required for stationary source operational emissions. BACT can be determined through consultation with SMAQMD permitting staff.

The following list from Chapter 4 of the SMAQMD "Guide to Air Quality Assessment in Sacramento County" (December 2009, as amended, hereinafter called the SMAQMD Guide) identifies the BMPs for operational PM emissions for land use development projects:

1. Compliance with District rules that control operational PM and NO_x emissions. Reference rules regarding wood burning devices, boilers, water heaters, generators and other PM control rules that may apply to equipment to be located at the project. Current rules can be found on the District's website: http://www.airquality.org/Businesses/Rules-Regulations.

2. Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of natural gas for space and water heating and other uses at a residential or non-residential land use. The current standards can be found on the California Energy Commissions website: http://www.energy.ca.gov/title24.

3. Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). The California Building Standards Commission provides helpful checklists showing the required and voluntary measures for residential and non-residential projects on its website: http://www.bsc.ca.gov/Home/CALGreen.aspx.

   Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects. Residential project measures include requirements for electric vehicle charging and fireplaces.

4. Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). This BMP focuses

on non-residential land use projects (retail and industrial) that would attract these vehicles. The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board's website: http://ww2.arb.ca.gov/capp-resource-center/heavy-duty-diesel-vehicle-idling-information.

Additionally, the California Air Resources Board adopted a regulation that applies to transport refrigeration units (TRUs) that are found on many delivery trucks carrying food. Information on the TRU regulation can be found on the California Air Resources Board's website: http://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/tru-compliance-information.

Since retail and industrial land use projects may not have control over the anti-idling technologies installed on commercial vehicles coming to the project, the BMP is to provide notice of the anti-idling regulations at the delivery/loading dock and to neighbors. The notice to the neighbors should also include whom at the retail or industrial project can be contacted to file a complaint regarding idling and the California Air Resources Vehicle Complaint Hotline 1-800-363-7664.

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

CONSTRUCTION PARTICULATE MATTER EMISSIONS

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

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;

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

Some PM_{10} and $PM_{2.5}$ emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control. These institutional measures include the SMAQMD "District Rule 403-Fugitive Dust" and measures in the Sacramento County Code relating to land grading and erosion control [Title 16, Chapter 16.44, Section 16.44.090(K)].

The project site is less than 35 acres (0.88 acre) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or, import or export of soil materials requiring a considerable amount of haul truck activity. The project will require a minimal amount of grading, trenching, and excavation for the placement of the underground storage tanks. Thus, the project falls below the SMAQMD Guide screening criteria for PM_{10} and $PM_{2.5}$.

An Air Quality Report was prepared by Environmental Permitting Specialists (EPS) dated March 15, 2022 for the proposed project with estimated construction emissions using CalEEMOD (see Appendix A). CalEEMod utilizes equipment, phasing and timelines to generate daily construction emissions and operation emissions for a project. For modeling purposes, maximum numbers of equipment were used, and it was assumed all equipment could operate simultaneously. This represents a conservative estimate of equipment and timelines that demonstrates a 'worst case scenario' in terms of potential emissions. The results are summarized in Table IS-5 below.

Table IS-5: CalEEMod Estimated Construction Emissions

Construction Year 2023	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	n/a	85	80	82
Estimated Emissions	6.0463	5.5337	0.4019	0.2835

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

practices needed to comply. These requirements are already required by existing rules and regulations, and have also been included as mitigation.

CONSTRUCTION OZONE PRECURSOR EMISSIONS (NO_X)

The SMAQMD Guide currently provides screening criteria for construction-related ozone precursor emissions (NO_x) similar to those which will be implemented for particulate matter. Projects that are 35 acres or less in size will generally not exceed the SMAQMD's construction NO_x thresholds of significance provided that the project does not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; or,
- Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

CONSTRUCTION EMISSIONS CONCLUSION

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical, as shown above. As noted, the Use Permit project site is less than 35 acres (0.85 acre) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; or, import or export of soil materials requiring a considerable amount of haul truck activity. Additionally, as shown in Table IS-5, the project will not exceed the SMAQMD construction emissions significance thresholds for NOx, PM_{10} or $PM_{2.5}$. Thus, the project falls below the SMAQMD Guide screening criteria for construction emissions related to both Particulate Matter and Ozone precursors. Impacts associated with emissions for air quality standards are ***less than significant***.

OPERATIONAL EMISSIONS/LONG-TERM IMPACTS

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

Typically, a project must be comprised of large acreages or intense uses in order to result in significant operational air quality impacts. For ozone precursor emissions, the screening table in the SMAQMD Guide allows users to screen out projects that include up to 56 thousand square feet (ksf) for commercial/retail projects. For particulate matter emissions, the screening table allows users to screen out projects that include up to 165 ksf for retail projects. The proposed project consists of a 3,536± square foot convenience market, a 1,071± square foot car wash, and a gas station with 5 vehicle fueling positions (10 pumps), therefore the project falls below these screening thresholds. Additionally, the Air Quality Report prepared estimated operational emissions for the proposed project, using CalEEMOD. See Table IS-6 below for estimated operational estimates.

Table IS-6: CalEEMOD Estimated Operational Emissions

Operational Year 2023	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	n/a	85	80	82
Operational (long-term)	1.0931	0.9040	1.3316	0.3625

CONCLUSION

As shown Table IS-6, the project will not exceed emissions significance thresholds during the operational period. Since the emissions of the proposed project are significantly below the operational thresholds adopted by SMAQMD listed in Table IS-3, impacts to Air Quality are anticipated to be ***less than significant.***

Toxic Emissions

The proposed Project would be a source of gasoline vapors that would include toxic air contaminants (TACs) such as benzene, methyl tertiary-butyl ether, toluene, and xylene. Benzene is the primary TAC associated with gas stations. Gasoline vapors are released during the filling of the stationary underground storage tanks (USTs) and during the transfer from those underground tanks to individual vehicles.

SMAQMD regulates these emissions through a permitting process, which requires that the applicant submit a Health Risk Assessment. This permitting process applies to all service stations within Sacramento County. Permits may be granted to these operations provided they are operated in accordance with applicable SMAQMD rules and regulations. SMAQMD's gasoline station permitting process provides for the review of gasoline TAC emissions to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. SMAQMD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. SMAQMD may impose limits on annual throughput to ensure that risks are within acceptable limits. In addition, the California Air Resources Board (CARB) must certify all vapor recovery equipment that is used at service stations, which would satisfy the Toxics Best Available Control Technology (TBACT) requirement.

SMAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed thresholds. At present, SMAQMD staff runs individual assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools located within 1,000 feet of the project site. However, multi-family residential zoned RD-20 is located directly adjacent to the site and is also considered a sensitive receptor. CARB recommends a distance of 50 feet from residential uses for gasoline dispensing stations with an annual throughput of less than 3.6 gallons. Gasoline dispensing stations with an annual throughput at or above 3.6 gallons are recommended to have a distance of 300 feet from residential uses. The closest gasoline dispensing pump is proposed within 50 feet of the RD-20 property boundary.

DISCUSSION OF TOXIC EMISSIONS PROJECT IMPACTS

As indicated in Table IS-6, project operational emissions of criteria pollutants would be below SMAQMD significance thresholds with TBACT and BMPs. Additionally, the Air Quality Report also conducted a health risk assessment analyzing project TAC Emissions in the construction and operational phases (see Appendix A). The Air Quality Report concluded that the project would not pose a significant public health risk. Exposure by individuals pumping gasoline would be limited in time, so the dose level for customers would be low. In addition, SMAQMD Rules 448 and 449 require the installation of vapor recovery systems that would reduce the amount of vapors that would be emitted into the atmosphere by 95-98% from levels without such systems. This would further limit doses and exposures, reducing potential health risk related to gasoline vapors to a level that is not significant. The project applicant shall be required to obtain a permit from SMAQMD and implement all SMAQMD required measures.

TOXIC EMISSIONS CONCLUSION

With compliance with existing regulations, impacts associated with air toxics will remain ***less than significant***.

ODORS

CEQA and the SMAQMD Guide consider objectionable odors as a potentially significant environmental impact. SMAQMD Rule 402 prohibits the discharge of air contaminants that could be a nuisance or an annoyance. This prohibition includes potential odors.

DISCUSSION OF PROJECT IMPACTS

Odors that may be generated at the project site include gasoline vapors. Generally, these odors are only detectable on the project site and will readily dissipate. In accordance with SMAQMD Rules 448 and 449, vapor recovery systems would be required.

CONCLUSION

The project applicant shall be required to obtain a permit from the SMAQMD and implement all SMAQMD required measures. Project impacts related to odors are considered ***less than significant***.

CRITERIA POLLUTANT HEALTH RISKS

All criteria air pollutants can have human health effects at certain concentrations. Air Districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the national ambient air quality standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The NAAQS and CAAQS are informed by a wide range of scientific evidence, which demonstrates that there are known safe concentrations of criteria air pollutants. Because the NAAQS and CAAQS are based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of these standards, the thresholds established by air districts are also protective of human health. Sacramento County is currently in nonattainment of the NAAQS and CAAQS for ozone. Projects that emit criteria air pollutants in exceedance of SMAQMD's thresholds would contribute to the regional degradation of air quality that could result in adverse human health impacts.

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

HEALTH EFFECTS SCREENING

In order to estimate the potential health risks that could result from the operational emissions of ROG, NO_X, and $PM_{2.5}$, PER staff implemented the procedures within SMAQMD's I*nstructions for Sac Metro Air District Minor Project and Strategic Area Project Health Effects Screening Tools* (SMAQMD's Instructions). To date, SMAQMD has published three options for analyzing projects: small projects may use the Minor Project Health Screening Tool, while larger projects may use the Strategic Area Project Health Screening Tool, and practitioners have the option to conduct project-specific modeling.

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD's Friant Guidance; October 2020). The air district thresholds considered in SMAQMD's Friant Guidance included thresholds from SMAQMD as well as the El Dorado County Air Quality Management District, the Feather River Air Quality Management District, the Placer County Air Pollution Control District, and the Yolo Solano Air Quality Management District. The highest allowable emission rates of NO_X, ROG, PM_{10}, and $PM_{2.5}$ from the five air districts is 82 pounds per day (lbs/day) for all four pollutants. Thus, the Minor Project Health Screening Tool is intended for use by projects that would result in emissions at or below 82 lbs/day, while the Strategic Area Project Health Screening Tool is intended for use by projects that would result in emissions between two and eight times greater than 82 lbs/day. The Strategic Area Project Screening Model was prepared by SMAQMD for five locations throughout the Sacramento region for two scenarios: two times and eight times the threshold of significance level (2xTOS and 8xTOS). The corresponding

emissions levels included in the model for 2xTOS were 164 lb/day for ROG and NO_X, and 656 lb/day under the 8xTOS for ROG and NO_X (SMAQMD 2020).

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

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

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

DISCUSSION OF PROJECT IMPACTS: CRITERIA POLLUTANT HEALTH RISKS

Since the project was below the daily operational thresholds for criteria air pollutants, the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-7 and Table IS-8.

Table IS-7: $PM_{2.5}$ Health Risk Estimates

$PM_{2.5}$ Health Endpoint	Age Range [1]	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3]	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory					
Emergency Room Visits, Asthma	0 - 99	1.0	0.96	0.0052%	18419
Hospital Admissions, Asthma	0 - 64	0.068	0.063	0.0034%	1846
Hospital Admissions, All Respiratory	65 - 99	0.33	0.29	0.0015%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.18	0.17	0.00069%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000087	0.000080	0.0021%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0077	0.0072	0.0024%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.019	0.018	0.0025%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.032	0.030	0.0024%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.11	0.0021%	5052
Mortality					
Mortality, All Cause	30 - 99	2.2	2.0	0.0044%	44766

Notes:

1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.
2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.
3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-

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

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

Table IS-8: Ozone Health Risk Estimates

Ozone Health Endpoint	Age Range[1]	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3]	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.080	0.065	0.00033%	19644
Emergency Room Visits, Asthma	0 - 17	0.43	0.37	0.0063%	5859
Emergency Room Visits, Asthma	18 - 99	0.67	0.58	0.0046%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.050	0.043	0.00014%	30386

Notes:

1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.
2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.
3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.
4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.
5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.*

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

CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS

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

NOISE

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

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

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

COUNTY GENERAL PLAN NOISE ELEMENT

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

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

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

NO-5. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 (see Table IS-9). Where the noise level standards of Table 2 (see Table IS-9) are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 (see Table IS-9) standards within sensitive areas.

Table IS-9: Noise Element Table 2
Non-Transportation Noise Standards Median (L_{50})/Maximum (L_{max})

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

1. The Table 2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 2, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.
2. Sensitive areas are defined in the acoustic terminology section.
3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.
7. Where median (L_{50}) noise level data is not available for a particular noise source, average (Leq) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply.

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

and exterior noise level standards of Table 2 (see Table IS-9) at existing noise-sensitive areas in the project vicinity.

NO-7. The "last use there" shall be responsible for noise mitigation. However, if a noise-generating use is proposed adjacent to lands zoned for uses which may have sensitivity to noise, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 (see Table IS-9) standards at the property line of the generating use in anticipation of the future neighboring development.

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

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

PROJECT SETTING

The project site is located adjacent to RD-20 zoned multi-family residential apartments to the north and west of the site. The proposed project will install a noise generating source on-site, with the construction and operation of the car wash as part of the project. The primary noise source with the car wash is the drying assembly equipment, used for drying the vehicles at the end of the wash cycle. The project does not propose to have an exterior vacuum system. Other potentially significant noise sources associated with the proposed gas project are on-site delivery truck circulation (i.e., medium and heavy truck passbys) and on-site vehicle circulation. An Environmental Noise Assessment was prepared for the proposed project by Bollard Acoustical Consultants, Incorporated, dated March 3, 2022 (see Appendix B).

According to the Environmental Noise Assessment, the common outdoor area of the adjacent multi-family residential development subject to County Noise Standards is the pool area located to the north of the site. Additionally, the applicable noise level standards to the project depend on what time of day the noise-generating components of the project occur, and the duration of operation each given noise source occurs during a given hour. The project site plans indicate that the gas station and convenience store will have 24-hour operations, while car wash operations will be limited to daytime hours (8:00 a.m. to 8:00 p.m.). Based on this information, noise exposure associated with project gas station and convenience store operations would be subject to the County's daytime and nighttime noise level standards shown in Table IS-9. Car wash operations would be subject to the County's daytime noise level standards only. Lastly, due to the project's on-site noise sources potentially exceeding 30 minutes of operation during a given busy hour, the County's median (L_{50}) noise level standards shown in Table IS-9 would be applicable to the noise assessment.

PROJECT IMPACTS – CAR WASH

According to the Environmental Noise Assessment, the car wash use will utilize the Premier Touchless Drying Systems dual 30-Horsepower Dryers (four 15-HP dryers) configuration. The manufacturer's specifications indicate that the reference sound level at a distance of 50 feet from the drying assembly with the carwash doors open is 78 dBA. The noise level of car wash drying assembly varies depending on the orientation of the measurement position in relation to the car wash tunnel opening. According to the project site plan from the Environmental Noise Assessment (see Plate IS-5), the car wash exit opening where the drying assembly is closest is oriented toward Stockton Boulevard. The distance is estimated at approximately 100 feet from the car wash tunnel exit to the boundary of the common outdoor pool area of the adjacent multi-family residential apartments. The project applicant proposes that the interior walls of the car wash tunnel near the exit and drying assembly equipment will have sound absorptive material. The installation of sound absorptive material provides a noise attenuation reduction of approximately 3 dB from the drying equipment and was assumed as part of the project for the noise analysis.

Table IS-10 illustrates the predicted noise levels from the car wash drying assembly equipment to the common outdoor pool area of the adjacent multi-family residences. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). With noise attenuation from a proposed 8-foot tall masonry sound wall, the project would meet the applicable Sacramento County daytime median (L_{50}) noise level standard of 55 dB. The project applicant is proposing to construct the 8-foot tall masonry sound wall along the northern and eastern portions of the property line adjacent to the multi-family residences (see Plate IS-5). Mitigation includes sound absorptive treatments to the interior surfaces of the car wash building, a sound blocking hood that covers the top portion of the car wash exit where the dryer blower fans will be located (if applicable), and construction of the 8-foot tall masonry sound wall. With the above noise attenuation measures, project impacts related to car wash noise will be reduced to ***less than significant with mitigation***.

Table IS-10: Predicted Car Wash Drying Assembly Noise Levels at Adjacent Residential Use

Predicted Noise Level, L_{50}	**No Masonry Wall**	**With 8-foot Masonry Wall**
Pool Area of Adjacent Multi-Family Residences	59 dB	54 dB

PROJECT IMPACTS - ON-SITE DELIVERY TRUCK CIRCULATION

The Environmental Noise Assessment evaluated potential noise impacts from the proposed project due to on-site truck deliveries. Typically, deliveries of products to convenience stores usually occur at the front of the store with medium-duty vendor trucks/vans. The project will also receive deliveries from heavy fueling trucks for the

purposes of refiling the underground fuel storage tanks for the gas station use. On-site truck passbys are expected to be brief and occur at low speeds. Single-event heavy and medium truck passbys typically have SEL's (Sound Exposure Levels) of approximately 83 and 76 dB (respectively) at a distance of 50 feet. The noise analysis assumed that one (1) heavy fueling truck and two (2) medium duty trucks could have store deliveries during the same worst-case hour. The combined hourly average noise level generated by project delivery truck circulation computes to 49 dB L_{eq} at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries. The distance is estimated at approximately 140 feet from the nearest proposed drive aisle to the boundary of the common outdoor pool area of the adjacent multi-family residential apartments.

Table IS-11 illustrates the predicted noise levels from the on-site delivery truck noise levels to the common outdoor pool area of the adjacent multi-family residences. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). With or without noise attenuation from a proposed 8-foot tall masonry sound wall, the project would meet the applicable Sacramento County daytime and nighttime median (L_{50}) noise level standards of 55 dB and 50dB, respectively. Impacts related to noise levels from on-site delivery trucks are ***less than significant***.

Table IS-11: Predicted On-Site Delivery Truck Noise Levels at Adjacent Residential Use

Predicted Noise Level, L_{50}	**No Masonry Wall**	**With 8-foot Masonry Wall**
Pool Area of Adjacent Multi-Family Residences	35 dB	30 dB

PROJECT IMPACTS - ON-SITE PASSENGER VEHICLE CIRCULATION

The Environmental Noise Assessment analyzed potential noise impacts from the proposed project due to on-site passenger vehicle circulation using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) to quantify on-site traffic circulation noise generated at the site. The project site plan indicates that vehicles can access the site via Stockton Boulevard on the west end, or from Gerber Road on the south end. The drive aisle proposed nearest to the common outdoor area of the adjacent multi-family residential development is located on the west end of the site parallel to Stockton Boulevard. Assuming each vehicle spends five minutes in each parking stall or fuel dispenser, this would result in a total of approximately 265 vehicle trips to and from the site per hour at maximum capacity (considered to be the worst-case scenario). Conservatively assuming that 50% of the vehicles would use the drive aisle accessed off Stockton Boulevard, a total of 133 passbys would occur. The noise analysis conservatively assumed that a total of 150 vehicle passbys could occur in the drive aisle nearest to the common outdoor area of the adjacent residential use (off Stockton Boulevard) during a worst-case busy hour. Based on these assumptions, and assuming a drive aisle vehicle speed of less than 25 mph, project on-site traffic circulation noise

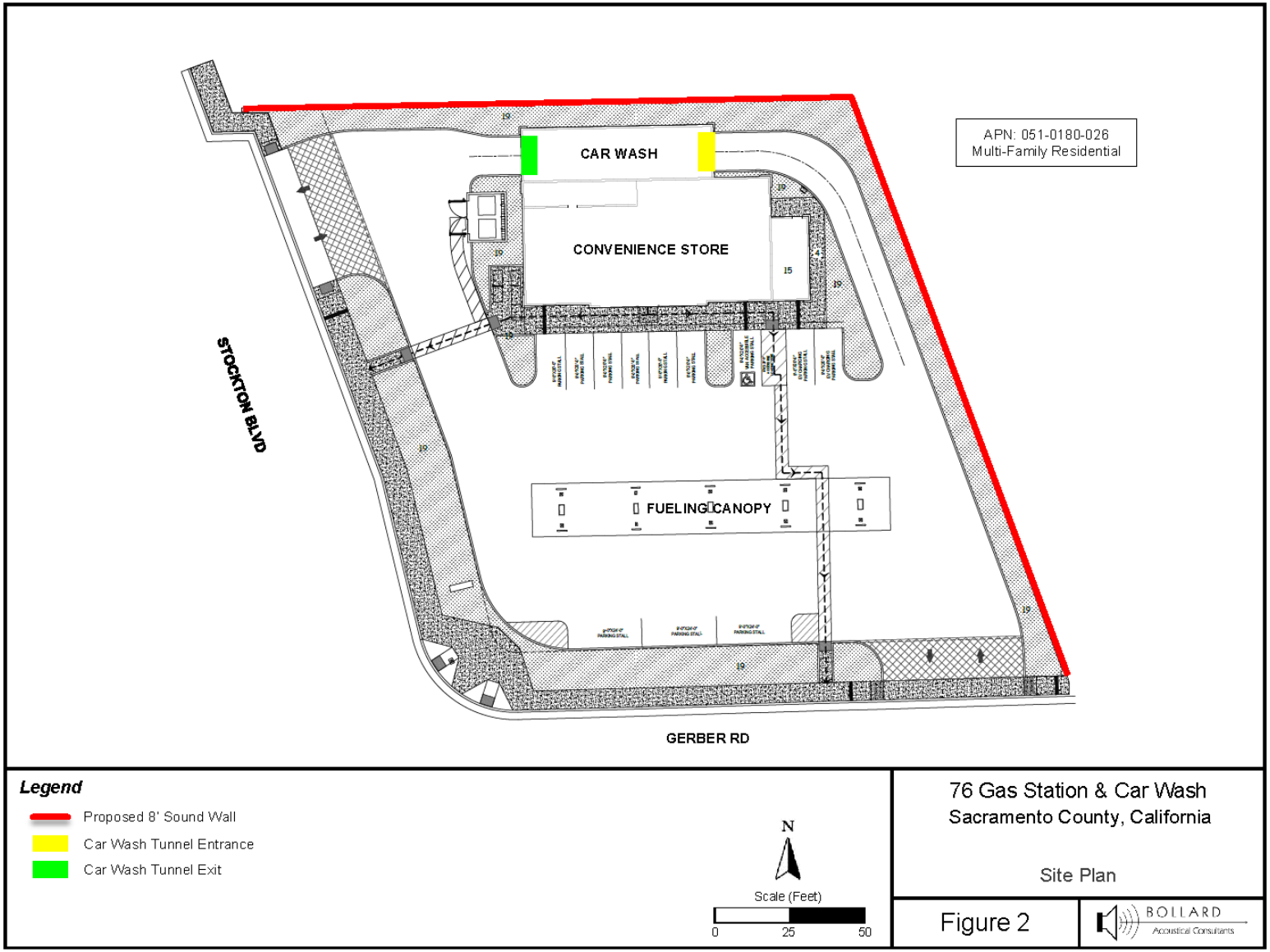
exposure at the common outdoor pool area of the adjacent multi-family residential development was calculated. The distance is estimated at approximately 140 feet from the nearest proposed drive aisle to the boundary of the common outdoor pool area of the adjacent multi-family residential apartments.

Table IS-12 illustrates the predicted noise levels from the worst case on-site vehicle circulation noise levels to the common outdoor pool area of the adjacent multi-family residences. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). With or without noise attenuation from a proposed 8-foot tall masonry sound wall, the project would meet the applicable Sacramento County daytime and nighttime median (L_{50}) noise level standards of 55 dB and 50dB, respectively. Impacts related to noise levels from on-site vehicle circulation are ***less than significant***.

Table IS-12: Predicted Worst Case On-Site Vehicle Circulation Noise Levels at Adjacent Residential Use

Predicted Noise Level, L_{50}	**No Masonry Wall**	**With 8-foot Masonry Wall**
Pool Area of Adjacent Multi-Family Residences	42 dB	35 dB

Plate IS-5: Site Plan from Environmental Noise Assessment



HYDROLOGY AND WATER QUALITY

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

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

FLOODPLAIN AND FLOODING

The subject parcel is located within an area identified on the FEMA FIRM Panel Number 06067C as "Zone X," 500-year floodplain. The project site is located within the Elder Creek watershed. Plate IS-6 is the Preliminary Drainage and Grading Plan and Appendix C is a Hydrology Report/Map prepared for the proposed project. According to Appendix C, the total proposed impervious area for the project within the identified drainage area boundary is approximately 26,285± square feet with the water flow path directed to the southwestern corner of the site through a proposed storm drain pipe. The Sacramento County Department of Water Resources (DWR) reviewed the proposed project (D. Mezentsev 10/14/2020) and indicated that the project must comply with minimum floor elevations pursuant to the Sacramento County Floodplain Management Ordinance along with additional conditions related to compliance with County ordinances, standards, and state and federal law. Compliance with DWR's conditions of approval will ensure that environmental impacts related to drainage are ***less than significant***.

Plate IS-6: Preliminary Grading and Drainage Plan

WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

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

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

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

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

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

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

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

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

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

OPERATION: STORMWATER RUNOFF

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

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

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

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

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

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

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

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

Biological Resources

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

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

SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN (SSHCP)

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

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

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

The proposed project is in the Urban Development Area (UDA) and considered a covered activity in the SSHCP; therefore, the Project must comply with the provisions of the SSHCP and associated permits. The analysis contained below addresses the applicability of the SSHCP, and mitigation has been designed to comply with the SSHCP.

CONSISTENCY WITH THE SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN

The proposed project's design and construction must comply with all SSHCP requirements including SSHCP avoidance and minimization measures (AMMs). The SSHCP is a habitat-based plan in which mitigation fees are based on impacts to habitat or land cover rather than impacts to individual species.

The baseline mapping for the SSHCP land covers is illustrated in Plate IS-7. The land cover types outlined in the baseline map are an interpretation of habitat based on remote sensing analysis over a number years prior to adoption of the SSHCP. Therefore, these land cover types are intended to serve as a guide as to what may be present on the project site and are intended to be updated. During the local impact authorization process, these land cover types will be refined, and calculation of project mitigation impact fees will be based on project specific survey and wetland delineation data. Plate IS-7 indicates the land cover types the County has on record.

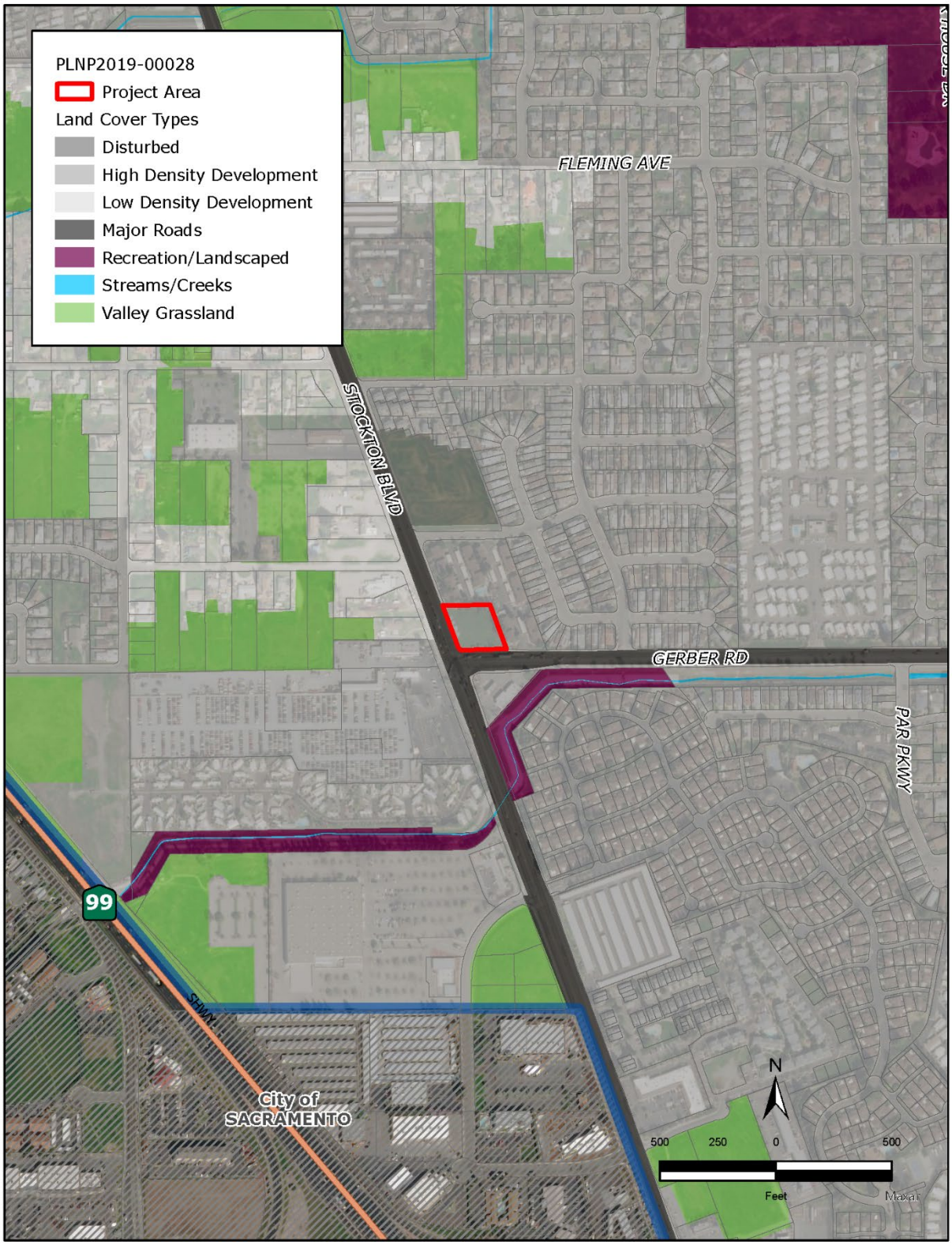
A Biological Assessment was prepared for the project site by Moore Biological Consultants dated August 5, 2022 (see Appendix D). A field survey was conducted on July 18, 2022, consisting of walking throughout the project site, making observations of habitat conditions, and noting surrounding land uses, habitat types, and plant and wildlife species. The fieldwork included a delineation of potentially jurisdictional Waters of the

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

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

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

Plate IS-7: SSHCP Land Cover Types



SPECIAL STATUS SPECIES

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

The SSHCP land cover type data from the Biological Assessment (Appendix D) indicates that the project site contains 0.88 acres of Valley Grassland. As previously discussed, the exact acreage of land cover type is subject to ground-truthing and verification during the SSHCP permit authorization process. The species discussions below focus on those special status species that have probability to occur with the valley grassland land cover.

SWAINSON'S HAWK AND NESTING BIRDS OF PREY

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

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

NESTING BIRDS OF PREY

This section addresses raptors which are not listed as endangered, threatened, or of special concern, but are nonetheless afforded general protections by the Fish and Game Code. Raptors and their active nests are protected by the California Fish and Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Section 3(18) of the Federal Endangered Species Act defines the term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered "take." Thus, take may occur both as a result of cutting down a tree or as a result of activities nearby an active nest which cause nest abandonment.

Raptors within the Sacramento region include tree-nesting species such as the red-tailed hawk and red-shouldered hawk, as well as ground-nesting species such as the northern

harrier. The following raptor species are identified as "special animals" due to concerns over nest disturbance: Cooper's hawk, sharp-shinned hawk, golden eagle, northern harrier, and white-tailed kite.

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

DISCUSSION OF PROJECT IMPACTS

According to the Biological Assessment (Appendix D), most of the trees surrounding the project site are suitable for nesting raptors or other protected migratory birds, including Swainson's Hawk. However, with the project site being extremely small and surrounded by existing development and heavily traveled roadways, this reduces the likelihood that any large raptor would nest or forage on the site. Smaller birds could potentially nest within the grasslands on-site or within the small trees at the boundaries of the property. No evidence of Swainson's Hawk or any other raptors were observed on-site during the field survey. The CNDDB's nearest occurrence of nesting Swainson's hawks is approximately 1 mile west of the site. The site is also located within 0.25 miles of the SSHCP modeled habitat for this species. Special-status birds may fly over the area on occasion, but none would be expected to use the habitat on-site on more than an occasional or transitory basis due to the lack of high quality foraging habitat from the site conditions identified above. Participation in the SSHCP will ensure that project impacts are ***less than significant with mitigation.***

WESTERN RED BAT

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

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

DISCUSSION OF PROJECT IMPACTS

According to the Biological Assessment (Appendix E), there is no roosting habitat on the site to support western red bat. This species and other common bat species may fly over or forage on the site on occasion. The project site is within 300 feet of SSCHP modeled habitat of this species. Participation in the SSHCP will ensure that project impacts are ***less than significant with mitigation.***

CONCLUSION

The Biological Assessment (Appendix D) concluded that due to a lack of suitable habitat, no special-status plants are expected to occur on the project site. Additionally, due to the size of the site, surrounding land uses, and a lack of suitable habitat due to the site being highly disturbed, no wildlife species are expected to occur on-site on more than a very occasional or transitory basis. Common bird species may nest in the site on occasion, but no special-status birds are expected to nest in or immediately adjacent to the site. The SSHCP AMMs include mitigation for Swainson's Hawks, nesting raptors, and western red bat. Participation in the SSHCP and compliance with the SSHCP AMMs (Appendix E) will ensure that project impacts to special status species are ***less than significant with mitigation.***

NON-NATIVE TREES AND TREE CANOPY

The Sacramento County General Plan Conservation and Environmental Justice Elements contain several policies aimed at preserving tree canopy within the County. These are:

> CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.
>
> CO-146. If new tree canopy cannot be created on-site to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.
>
> CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.

CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

EJ-23. The County will achieve equitable tree canopy in EJ Communities.

The 15-year shade cover values for tree species referenced in policy CO-145 are also referenced by the Sacramento County Zoning Code, Chapter 30, Article 4, and the list is maintained by the Sacramento County Department of Transportation, Landscape Planning and Design Division. The list includes more than seventy trees and is available at http://www.planning.saccounty.net/ under the "Environmental Documents CEQA/NEPA Overview heading. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region. Policy EJ-23 was adopted because there is a disproportionate lack of tree canopy cover in identified EJ communities. This policy is guided by an implementation measure which identifies that during California Environmental Quality Act review, project (public and private) tree impacts shall be mitigated by providing an extra 25 percent tree replacement in the same EJ community where the impact occurs (i.e.: 125 percent).

PROJECT TREE SETTING

An arborist report was prepared for the project site by California Tree and Landscape Consulting, Incorporated dated January 14, 2021 (Appendix D). The arborist report information included the tree species, diameter at breast height (dbh), canopy radius (dripline), arborist rating, development status, and field notes of each tree in the report. A total of 30 trees were included in the report, all of which are non-native. Non-native tree species consist of Ornamental Pear, Canary Island Pine, Coast Live Oak, Purple Leaf Plum, and English walnut. See Plate IS-8 for the specific location of all trees inventoried in the arborist report. See Table IS-13 for the listing of all trees inventoried in the arborist report.

The project site contains approximately 21 non-native trees, all of which are located along the borders of this vacant parcel. Nine non-native trees are located off-site, but overhang the project site. All of the 21 on-site non-native trees will be removed due to the development of the proposed project. One (1) of the off-site non-native trees are proposed for removal. Of the 22 non-native trees identified in the arborist report that are proposed for removal, the trees range in individual size from a dripline canopy radius of 4± to 20± feet. Ten (10) of the non-native trees proposed for removal were identified in the arborist report as in fair to poor condition. Six (6) trees proposed for removal were identified in fair condition and six (6) were identified in poor condition.

County Planning and Environmental Review (PER) staff calculated the tree canopy for individual non-native trees proposed for removal from the circle area radius formula ($A = \pi r^2$). Total non-native tree canopy loss on-site due to the proposed removal of 22 non-native trees will be approximately 10,418 square feet. To compensate for the loss of non-native tree canopy, tree plantings consistent with General Plan policy CO-145 will be required. This will be accomplished by planting enough trees from the County's approved landscape tree list so that planted trees yield an equivalent amount of canopy utilizing the

15 year shade values. Mitigation will require either on-site replanting of non-native trees to the greatest extent feasible, or payment into the Greenprint program. The preliminary landscape plan exhibit indicates that the total planting for the project will be approximately 17,601 square feet, which is well over the square footage amount proposed for removal. The preliminary landscape plan is also in compliance with Policy EJ-23. Mitigation is required but may occur on-site with construction pursuant to the project's Preliminary Landscape Plan. If in the instance planting tree canopy equivalent to the amount lost is not feasible on-site, the mitigation applies. Impacts associated with non-native tree canopy removal are ***less than significant.***

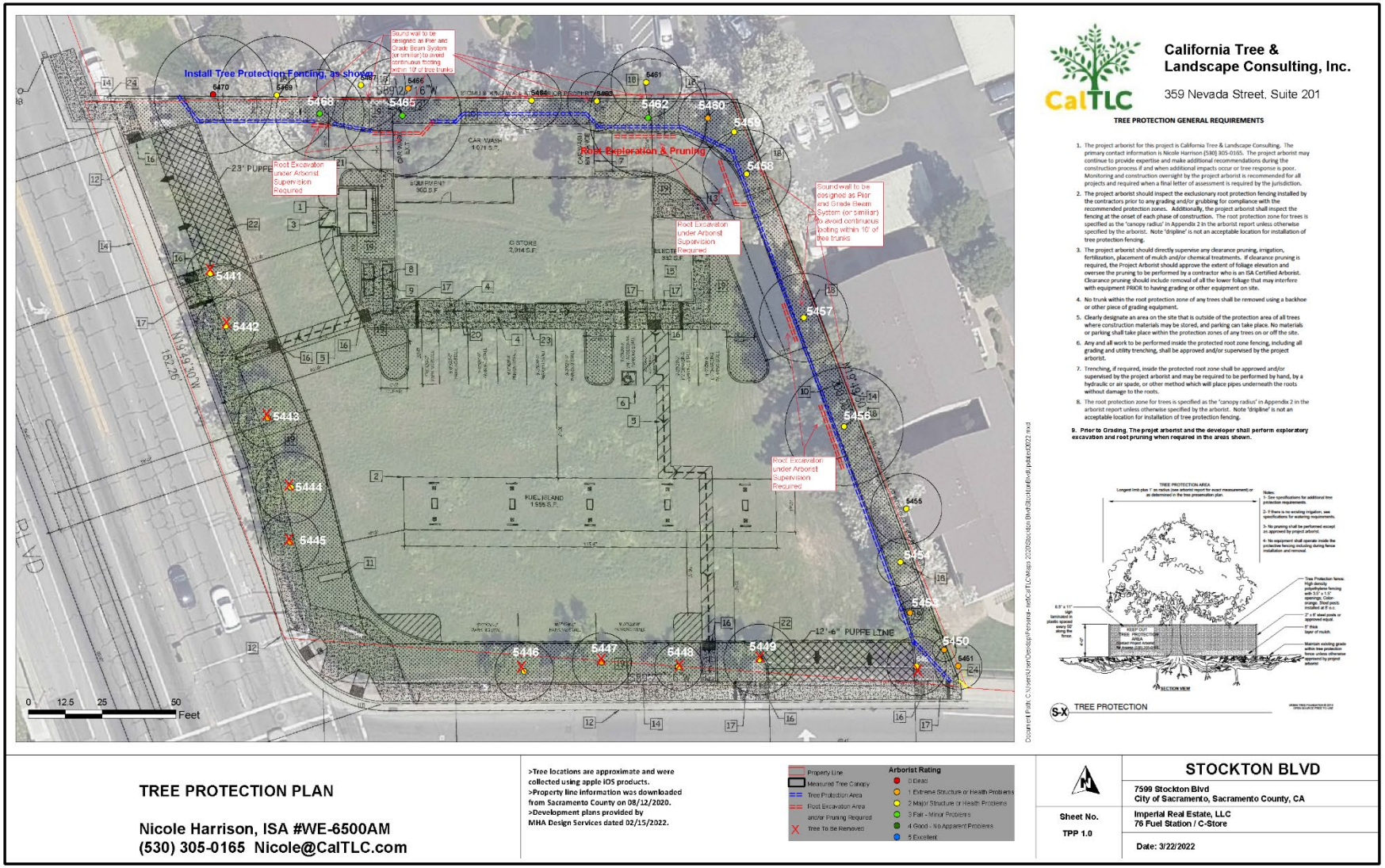
Table IS-13: Non-Native Trees On-site/Off-site

Tree #	Common Name	Canopy Radius	dbh	Health/Structure Condition	Action	Mitigation
5441	Ornamental Pear	8 ft.	9-inch	2 – Fair to Poor	Proposed for Removal	254 sq. ft. replacement canopy loss
5442	Ornamental Pear (Multi-Stemmed)	10 ft.	9, 5, 3 inches	2- Fair to Poor	Proposed for Removal	314 sq. ft. replacement canopy loss
5443	Ornamental Pear	10 ft.	11-inch	1 - Poor	Proposed for Removal	314 sq. ft. replacement canopy loss
5444	Ornamental Pear (Multi-Stemmed)	12 ft.	11,7,4, 4,4,4 inches	2 – Fair to Poor	Proposed for Removal	452 sq. ft. replacement canopy loss
5445	Coast Live Oak	10 ft.	7-inch	1 - Poor	Proposed for Removal	314 sq. ft. replacement canopy loss
5446	Ornamental Pear (Multi-Stemmed)	10 ft.	10, 5, 5, 5 inches	2 – Fair to Poor	Proposed for Removal	314 sq. ft. replacement canopy loss
5447	Ornamental Pear (Multi-Stemmed)	10 ft.	11, 5, 4, 3 ,2, 2 inches	1 - Poor	Proposed for Removal	314 sq. ft. replacement canopy loss
5448	Ornamental Pear (Multi-Stemmed)	8 ft.	6, 5, 5, 5, 2 inches	2 – Fair to Poor	Proposed for Removal	254 sq. ft. replacement canopy loss
5449	Ornamental Pear	12 ft.	10-inch	2 – Fair to Poor	Proposed for Removal	452 sq. ft. replacement canopy loss

Tree #	Common Name	Canopy Radius	dbh	Health/Structure Condition	Action	Mitigation
5450	**Canary Island Pine**	**4 ft.**	**7-inch**	**1 - Poor**	**Proposed for Removal**	**50 sq. ft. replacement canopy loss**
5451 (Off-site)	**Ornamental Pear**	**8 ft.**	**8-inch**	**1 - Poor**	**Proposed for Removal**	**254 sq. ft. replacement canopy loss**
5452	**Purple Leaf Plum (Multi-Stemmed)**	**10 ft.**	**7, 6, 2, 2, 2, 2, 2 inches**	**2 – Fair to Poor**	**Proposed for Removal**	**314 sq. ft. replacement canopy loss**
5453	**Canary Island Pine (Multi-Stemmed)**	**4 ft.**	**6, 5, 3 inches**	**1 - Poor**	**Proposed for Removal**	**50 sq. ft. replacement canopy loss**
5454	**Canary Island Pine**	**8 ft.**	**15-inch**	**2 – Fair to Poor**	**Proposed for Removal**	**254 sq. ft. replacement canopy loss**
5455 (Off-site)	Ornamental Pear	12 ft.	13-inch	2 – Fair to Poor	Protected in Place	None
5456	**Canary Island Pine**	**20 ft.**	**26-inch**	**3 - Fair**	**Proposed for Removal**	**1256 sq. ft. replacement canopy loss**
5457	**Canary Island Pine**	**15 ft.**	**22-inch**	**3 - Fair**	**Proposed for Removal**	**706 sq. ft. replacement canopy loss**
5458	**Canary Island Pine**	**15 ft.**	**19-inch**	**3 - Fair**	**Proposed for Removal**	**706 sq. ft. replacement canopy loss**
5459	**Canary Island Pine (Multi-Stemmed)**	**10 ft.**	**10, 10, 8 inches**	**2 – Fair to Poor**	**Proposed for Removal**	**314 sq. ft. replacement canopy loss**
5460	**Canary Island Pine**	**10 ft.**	**14-inch**	**2 – Fair to Poor**	**Proposed for Removal**	**314 sq. ft. replacement canopy loss**
5461 (Off-site)	Ornamental Pear	12 ft.	8-inch	2 – Fair to Poor	To be Preserved	None

Tree #	Common Name	Canopy Radius	dbh	Health/Structure Condition	Action	Mitigation
5462	**Canary Island Pine**	**20 ft.**	**27-inch**	**3 - Fair**	**Proposed for Removal**	**1256 sq. ft. replacement canopy loss**
5463 (Off-site)	Ornamental Pear	10 ft.	8-inch	2 – Fair to Poor	To be Preserved	None
5464 (Off-site)	Ornamental Pear	10 ft.	9-inch	2 – Fair to Poor	To be Preserved	None
5465	**Canary Island Pine**	**20 ft.**	**25-inch**	**3 - Fair**	**Proposed for Removal**	**1256 sq. ft. replacement canopy loss**
5466 (Off-site)	Ornamental Pear	8 ft.	9-inch	1 - Poor	To be Preserved	None
5467 (Off-site)	Ornamental Pear	15 ft.	12-inch	2 – Fair to Poor	Protected in Place	None
5468	**Canary Island Pine**	**15 ft.**	**20-inch**	**3 - Fair**	**Proposed for Removal**	**706 sq. ft. replacement canopy loss**
5469 (Off-site)	Ornamental Pear	20 ft.	18-inch	2 – Fair to Poor	Protected in Place	None
5470 (Off-site)	English Walnut (Multi-Trunk)	20 ft.	16, 10 inches	0 - Dead	Ok for Removal	None
Total = 10,418 square feet						

Plate IS-8: Tree Protection Plan



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 22, 2021. No requests for consultation were received. E-mail correspondence from the United Auburn Indian Community of the Auburn Rancheria (UAIC) tribe representatives dated December 20, 2021 stated that their records do not indicate that the project area is sensitive for tribal cultural resources, but requested mitigation for the unanticipated discoveries of tribal cultural resources. PER submitted a Sacred Lands File Search (SLFS) request to the Native American Heritage Commission (NAHC) on October 26, 2021. On November 29, 2021, the NAHC responded that there was a negative SLFS for the project site.

DISCUSSION OF PROJECT IMPACTS – TRIBAL CULTURAL RESOURCES

Through consultation under CEQA, tribes confirmed that the project area does not contain tribal cultural resources of significance. Mitigation is required for the inadvertent discovery of cultural resources, including tribal cultural resources, during ground disturbance and project construction. With this mitigation in place, project impacts to tribal cultural resources will be ***less than significant***.

HAZARDS AND HAZARDOUS MATERIALS

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

- 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?

- 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 environment?

HAZARDS AND HAZARDOUS MATERIALS SETTING

As stated previously, the project site was once developed with a gas station use during the 1970s and 1980s. According to the Envirstor and Geotracker databases, the project site had a Hazards Materials Cleanup case titled Chevron #1978 associated with Leaking Underground Storage Tanks (LUST) related to gasoline potentially contaminating soil (Case No. T0606700016). The case was closed on September 26, 1991. The site located across the street from Gerber Road also has several closed LUST clean-up cases associated with prior commercial uses on the property.

The proposed project will include two underground fuel storage tanks; one with a 20,000 gallon capacity for regular fuel and the other a 20,000 gallon tank split with 12,000 gallons of diesel and 8,000 gallons of premium gasoline. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. The Hazardous Materials Division of the Sacramento County Environmental Management Department has been designated by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Sacramento County. As the CUPA, the Environmental Compliance Division is responsible for the implementation of six statewide environmental programs for Sacramento County, including underground storage of hazardous substances. Program implementation involves permitting and inspection of regulated facilities, providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations, investigations of complaints regarding spills or unauthorized releases and administrative enforcement actions levied against facilities that have violated applicable laws and regulations. The CUPA also coordinates with State and Federal agencies during the remediation process, when protective measures fail and a release occurs.

The U.S. Environmental Protection Agency (EPA) designed part of the technical regulations for underground storage tank (UST) systems to prevent releases from USTs. The regulations require USTs to be protected from spills, overfills, and corrosion.

UNDERGROUND STORAGE TANK DESIGN STANDARDS

New Underground Storage Tanks (USTs) are held to rigorous design standards to minimize the possibility of releasing hazardous materials. There are three basic causes of release, including spills, overfilling, and/or tank corrosion. Each of these causes can be addressed and theoretically prevented by design standards and practices.

Many UST releases occur during the fuel delivery process. These releases are usually the result of human error and can be avoided with the proper application of industry standard practices for tank filling. There are also design features that can offset human error, such as catchment basins (essentially, a bucket sealed around the fill pipe) to contain small spills. Overfilling can also occur due to mistakes in the fuel delivery process, and large volumes of material can be released at the fill pipe and through loose fittings at the top of the tank or through a loose vent pipe. New USTs are required to include overfill protection devices during installation. These devices include an automatic shutoff, overfill alarms, and ball float valves (a device which restricts the amount of vapor that flows into a vent line during the fueling process).

Unprotected, underground metal components of the UST system can corrode and release hazardous material into the environment. Corrosion can begin as pitting in the metal surface, and as the pitting becomes deeper, holes may develop. In addition to tanks and piping, metal components can include flexible connectors, swing joints, and turbines. All metal UST system components that are in contact with the ground and routinely contain product must be protected from corrosion. All USTs installed after December 22, 1988 must meet one of the following performance standards for corrosion protection:

- Tank and piping completely made of noncorrosive material, such as fiberglass-reinforced plastic

- Tank and piping made of steel having a corrosion-resistant coating AND having cathode protection

- Tank made of steel clad with a thick layer of noncorrosive material (this option does not apply to piping)

- Tank and piping are installed without additional corrosion protection measures provided that a corrosion expert has determined that the site is not corrosive enough to cause a release due to corrosion during its operating life and owner/operators maintain records that demonstrate compliance with this requirement

- Tank and piping construction and corrosion protection are determined by the implementing agency to be designed to prevent the release or threatened release of any stored, regulated substance in a manner that is no less protective of human health and the environment than the options listed above.

UST systems must also be designed, constructed, and installed in accordance with a national code of practice and according to manufacturer's instructions. Furthermore, all

regulated tanks and piping must have release detection so that leaks are discovered quickly before contamination spreads from the UST site. Every UST system must include release detection (often also called "leak" detection) that meets three basic requirements:

1. Leaks can be detected from any portion of the tank or its piping that routinely contains petroleum;

2. Leak detection is installed, calibrated, operated, and maintained in accordance with the manufacturer's instructions; and

3. Leak detection meets the performance requirements described in the federal regulations.

Current design standards and regulatory oversight ensure that the potential for soil and groundwater contamination through tank leakage is significantly reduced when compared to older standards. Furthermore, if a release does occur, there are standard site remediation procedures that would be initiated to determine the extent of contamination and to clean up the site.

While some contact with petroleum can be harmful to human health, the presence of this hazardous material is not in and of itself an impact. Only a release great enough to cause off-site contamination that exposes the public to risk (such as the contamination of a drinking water well) would constitute an impact. For situations such as this, significance is determined by the probability that an impact would ever occur at all. This same type of analysis is made for flooding. The regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs should ensure that the probability of a serious release is extremely low. Therefore, impacts due to hazardous materials storage are expected to be ***less than significant***.

DISCUSSION OF PROJECT IMPACTS

The proposed project will include two underground fuel storage tanks; both will have a 20,000-gallon capacity. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. The regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs would ensure that the probability of a serious release is extremely low.

CONCLUSION

Impacts due to hazardous materials storage will be ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY SETTING

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

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

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

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

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

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

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 County is currently developing a Communitywide CAP, which will flesh out the strategies involved in the strategy and framework CAP, and will include economic analysis, intensive vetting with all internal departments, community outreach/information sharing, timelines, and detailed performance measures. The Communitywide CAP is targeted for adoption in early 2023.

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.

Thresholds of Significance

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The 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_2e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO_2e 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-15.

Table IS-14: Sacramento Metropolitan Air Quality Management District Threshold of Significance for Greenhouse Gases

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

METHODOLOGY

The resultant GHG emissions of the project were calculated using CalEEMod, version 2020.4.0 (see Appendix A). PER Staff conducted air quality modeling related to GHG emissions using CalEEMOD, which is reported in Tables IS-16 and IS-17 (see Appendix G). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model is the most current emissions model approved for use in California by the SMAQMD.

SITE SPECIFIC ANALYSIS

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. Table IS-16 illustrates the specific construction-generated GHG emissions that would result from construction of the project.

Table IS-15: Construction-Related Greenhouse Gas Emissions (Metric Tons per Year)

Emissions Source	**CO_2e**
SMAQMD Construction Threshold	1,100
Project Construction-Related Emissions	62.91
Exceeds Threshold?	**No**

Source: CalEEMod version 2020.4.0. See Appendix A for emission model outputs.

As shown in Table IS-16, project construction would result in the generation of approximately 63.00 metric tons of CO_2e during construction. Once construction is complete, the generation of these GHG emissions would cease. Annual construction

emissions generated by the development would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO_2e. The project is within the screening criteria for construction related impacts related to air quality. Therefore, construction-related GHG impacts are considered ***less than significant***.

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

Operation of the project would result in GHG emissions predominantly associated with motor vehicle use. Table IS-17 summarizes all the direct and indirect annual GHG emissions level associated with the project.

Table IS-16: Operational-Related Greenhouse Gas Emissions (Metric Tons per Year)

Emissions Source	CO_2e
Area Source (landscaping, hearth)	4.80
Energy	6.66
Mobile	265.08
Waste	0.0
Water	0.093
Total	**271.83**

Source: CalEEMod version 2020.4.0. See Appendix A for emission model outputs.

As shown in Table IS-17, the Project would produce 271.83 metric tons of CO_2e annually, primarily from motor vehicles that travel to and from the site.

CONCLUSION

The project will implement BMP 1 and BMP 2 in its entirety. As such, the project can be compared to the operational screening table. The proposed project screens out for GHG emissions based upon the SMAQMD Operational Screening Levels and as illustrated in Tables IS-16 and IS-17. The operational emissions associated with the project are less than 1,100 MT of CO_2e per year. Mitigation has been included such that the project will implement BMP 1 and BMP 2. Project impacts from GHG emissions are ***less than significant with mitigation***.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures are critical to ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The

hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

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

Applicant [Original Signature on File]_____ Date: _____

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

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

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

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449

and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

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

MITIGATION MEASURE B: NOISE ATTENUATION

To reduce noise impacts to the adjacent multi-family residential property from the proposed car wash use, the following sound attenuation measures shall be applied.

A. Sound absorptive treatments to the interior surfaces of the car wash building;

B. A sound blocking hood that covers the top portion of the car wash exit where the dryer blower fans will be located; if applicable;

C Install an 8-foot tall CMU sound wall as illustrated in Plate IS-5 and in the Environmental Noise Assessment (see Appendix B).

MITIGATION MEASURE C: PARTICIPATION IN THE SSHCP

To compensate for impacts to approximately 0.88 acres of Valley Grassland and potential impacts associated with Swainson's Hawk, nesting raptors, and western red bat, the applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (Appendix E), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction.

MITIGATION MEASURE D: NON-NATIVE TREE CANOPY REPLACEMENT

Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. In order to compensate for the loss of non-native urban tree canopy, approximately 10,418 square feet of tree canopy shall be provided on-site. The non-native trees remaining in place shall not be included as credit towards the tree canopy replacement amount. Note: The project's preliminary landscape plan states that approximately 17,601 square feet of planting area will be provided. The preliminary analysis indicates that the remaining tree canopy replacement amount is 0 square feet, with compliance to the project's preliminary landscape plan.

MITIGATION MEASURE E: INADVERTENT DISCOVERY OF CULTURAL RESOURCES OR TRIBAL CULTURAL RESOURCES

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

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

MITIGATION MEASURE F: GREENHOUSE GASES

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

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

- BMP 1: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.

- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.
    - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)
    - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $4,100.00. This fee includes administrative costs of $1,050.00.

2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

INITIAL STUDY CHECKLIST

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

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. **LAND USE** - Would the project:					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with the environmental policies of the Sacramento County General Plan, South Sacramento Community Plan, and Sacramento County Zoning Code.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community.
2. **POPULATION/HOUSING -** Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The project will neither directly nor indirectly induce substantial unplanned population growth. A less than significant impact will result.
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing. No impact will occur.
3. **AGRICULTURAL RESOURCES** - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils. No impact will occur.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site. No impact will occur.

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X		The project does not involve or affect air traffic movement. A less than significant impact will result.
6. **PUBLIC SERVICES -** Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider (California American Water District) has adequate capacity to serve the water needs of the proposed project. A less than significant impact will result.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project. A less than significant impact will result.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050. A less than significant impact will result.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service. A less than significant impact will result.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services. No impact will occur.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services. No impact will occur.
7. **TRANSPORTATION** - Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		The project does not conflict with or is inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). The proposed project is considered locally serving retail and will have minor transportation impacts. A less than significant impact will result.
b. Result in a substantial adverse impact to access and/or circulation?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation. A less than significant impact will result.
8. **AIR QUALITY** - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?		X			Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant. The California Emissions Estimator Model (CalEEMod) was used to analyze ozone precursor emissions; the project will not result in emissions that exceed standards. Standard mitigation will ensure these impacts are reduced to less than significant levels.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There are no sensitive receptors (i.e., schools, nursing homes, hospitals, daycare centers, etc.) adjacent to the project site. See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project could result in occasional or periodic odors. Refer to the Air Quality discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
9. **NOISE -** Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?		X			The project will generate a noise source in excess of applicable standards, but mitigation will reduce these impacts to less than significant levels. Refer to the Noise discussion in the Environmental Effects section above.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). A less than significant impact will result.
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary. A less than significant impact will result.
10. **HYDROLOGY AND WATER QUALITY** - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will incrementally add to groundwater consumption; however, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are minor. A less than significant impact will result.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.

	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 is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area. 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. A less than significant impact will result.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP). No impact will occur.
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. A less than significant impact will result.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards. A less than significant impact will result.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		All underground 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.
11. **GEOLOGY AND SOILS** - Would the project:					

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction. A less than significant impact will result.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?			X		Pursuant to Title 16 of the Sacramento County Code and the Uniform Building Code, a soils report will be required prior to building construction. If the soils report indicates than soils may be unstable for building construction then site-specific measures (e.g., special engineering design or soil replacement) must be incorporated to ensure that soil conditions will be satisfactory for the proposed construction. A less than significant impact will result.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?			X		A public sewer system is available to serve the project. A less than significant impact will result.
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		No known paleontological resources (e.g. fossil remains) or sites occur at the project location. A less than significant impact will result.
12. **BIOLOGICAL RESOURCES** - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?		X			The project site contains possible suitable habitat for Swainson's Hawk, nesting raptors, and. Mitigation (AMMs) is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?		X			The project site contains 0.88 acres of suitable habitat (Valley Grassland) according to the Biological Report Appendix D). Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?			X		No protected surface waters are located on or adjacent to the project site. No impact will occur.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X		Resident and/or migratory wildlife may be displaced by project construction; however, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected. A less than significant impact will result.
e. Adversely affect or result in the removal of native or landmark trees?				X	No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project. No impact will occur.

	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. A less than significant impact will result.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?		X			The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). The project will need to comply with the applicable avoidance and minimization measures outlined in the SSHCP. Refer to the Biological Resources discussion in the Environmental Effects section above.
13. **CULTURAL RESOURCES -** Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No historical resources would be affected by the proposed project. A less than significant impact will result.
b. Have a substantial adverse effect on an archaeological resource?			X		The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources. A less than significant impact will result.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation. A less than significant impact will result.
14. **TRIBAL CULTURAL RESOURCES -** Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was not received. Tribal cultural resources have not identified in the project area. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
15. **HAZARDS AND HAZARDOUS MATERIALS** - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does involve the transport of gasoline to the project site. However local, state and federal regulations are in effect to regulate these uses. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project involves the storage of hazardous materials on the site (i.e., underground storage tanks). However, compliance with local, state and federal standards regarding the construction and maintenance of these tanks will provide adequate protection from upset conditions. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X	The project site is not located within ¼ mile of an existing /proposed school. No impact will occur.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		The project site had a closed LUST clean-up case associated with a prior gas station use on the property. A less than significant impact will result.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan. A less than significant impact will result.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce a new convenience store, car wash, and gas service station resulting in an increase in energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements. A less than significant impact will result.
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The California Emissions Estimator Model (CalEEMod) was used to estimate the greenhouse gas emissions associated with the project. Based on the results, the established County threshold of 1,100 annual metric tons of CO_2e for the commercial/industrial energy and/or transportation] sector of the proposed project will not be exceeded. A less than significant impact will result.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?					The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments

General Plan	Commercial and Offices/Mixed Use Corridor Overlay	X		
Community Plan	LC (Light Commercial)	X		
Land Use Zone	LC (Light Commercial)	X		

APPENDICES

Appendix A: An Air Quality Report titled *Analysis of Impacts to Air Quality, Greenhouse Gas Emissions and Public Health from Proposed Gasoline Station and Convenience Store* dated March 15, 2022

Appendix B: A Noise Report titled *Environmental Assessment 76 Gas Station and Car Wash* prepared by Bollard Acoustical Consultants, Incorporated dated March 3, 2022

Appendix C: A Hydrology Report titled *76 Station 7599 Stockton Blvd Hydrology Map* prepared by Millennium Planning & Engineering dated March 9, 2022

Appendix D: A Biological Report titled "*7599 Stockton Boulevard", Sacramento County, California: Biological Assessment* prepared by Moore Biological Consultants dated August 5, 2022

Appendix E: Draft South Sacramento Habitat Conservation Plan (SSHCP) Avoidance Mitigation Measures (AMMs)

Appendix F: An Arborist Report titled *Preliminary Inventory Arborist Report* prepared by California Tree and Landscape Consulting, Incorporated dated January 14, 2021

Appendix G: CalEEMOD Report for Annual and Summer GHG Emissions prepared by Planning and Environmental Review dated August 25, 2022

INITIAL STUDY PREPARERS

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