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:** PLNP2021-00268

2. **Title and Short Description of Project:** ARCO at Larchmont Village

The project consists of the following planning entitlement requests:

1. A **Use Permit Amendment** to allow the reconstruction of an existing gas station and convenience store with 24-hour operation.
2. A Special Development Permit to allow the proposed project to deviate from the following development standards:
   - Commercial Interior Setback Adjacent to Single Family Residential (Section 5.5.2.A): The standard setback is 25 feet. The project as proposed provides a 19-foot setback from adjacent residential zoned property.
   - Minimum Landscape Planter Width Adjacent to Residential (Section 5.2.4.B.3): The standard planter width is 7 feet. The project as proposed provides a 5-foot, 2-inch planter.
   - Trash Enclosure Setback from Residentially Zoned Property (Section 5.5.2.A): The standard is 25 feet from residentially zoned property. The project provides a minimum of 15 feet.
   - Trash Enclosure Perimeter Landscaping (Section 5.2.4.B.5): The standard is five feet of landscaping on three sides when visible from the public right of way. The project proposes five feet of landscaping on two sides.
3. A Design Review to Determine Substantial Compliance with The Sacramento County Countywide Design Guidelines (Design Guidelines).

3. **Assessor's Parcel Number:** 219-0031-003-0000

4. **Location of Project:** The project site is located at 4261 Elkhorn Boulevard, on the northwest corner of the intersection at Elkhorn Boulevard and Walerga Road, in the North Highlands community

5. **Project Applicant:** Barghausen Consulting Engineers, Inc.

6. Said project will not have a significant effect on the environment for the following reasons:
   a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
   b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
   c. It will not have impacts, which are individually limited, but cumulatively considerable.
   d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

7. As a result thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

8. The attached Initial Study has been prepared by the Sacramento County Office of Planning and Environmental Review in support of this 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.

Julie Newton

Jule Newton
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2021-00268

NAME: ARCO at Larchmont Village

LOCATION: The project site is located at 4261 Elkhorn Boulevard, on the northwest corner of the intersection at Elkhorn Boulevard and Walerga Road, in the North Highlands community (Plate IS-1).

ASSESSOR'S PARCEL NUMBER: 219-0031-003-0000

OWNER:
Elkhorn Gas Incorporated
4261 Elkhorn Blvd.
Sacramento, CA 95842

APPLICANT:

Barghausen Consulting Engineers, Inc.
3007 Douglas Blvd.
Roseville, CA 95661

PROJECT DESCRIPTION

The project consists of the following planning entitlement requests:

1. A **Use Permit Amendment** to allow the reconstruction of an existing gas station and convenience store with 24-hour operation.
2. A **Special Development Permit** to allow the proposed project to deviate from the following development standards:
   - Commercial Interior Setback Adjacent to Single Family Residential (Section 5.5.2.A, Table 5.13): The standard setback is 25 feet. The project as proposed provides a 19-foot setback from adjacent residential zoned property.
   - Minimum Landscape Planter Width Adjacent to Residential (Section 5.2.4.B.3): The standard planter width is 7 feet. The project as proposed provides a 5-foot, 2-inch planter.

- Trash Enclosure Setback from Residentially Zoned Property (Section 5.5.2.A, Table 5.13): The standard is 25 feet from residentially zoned property. The project provides a minimum of 15 feet.
- Trash Enclosure Perimeter Landscaping (Section 5.2.4.B.5): The standard is five feet of landscaping on three sides when visible from the public right of way. The project proposes five feet of landscaping on two sides.

3. A **Design Review** to Determine Substantial Compliance with The *Sacramento County Countywide Design Guidelines* (Design Guidelines).

The project proposes to demolish the existing kiosk under the canopy, construct a new ARCO AM/PM convenience store of approximately 2,600 square feet, install two new fuel dispensers in the location of the existing kiosk for a total of 8 fuel dispensers/16 fueling positions, and demolish the existing carwash. The site was originally entitled for an auto service station use, with convenience store and car wash with limited hours by project control number 1988-1566, which was approved by the Board of Supervisors on April 26, 1989. The new use permit requests an extension to 24-hour operations.

The existing canopy and the existing underground storage tanks will be retained, but the canopy will be rebranded to ARCO with new fascia and canopy signs. The proposed frontage improvement at the subject property includes the closure of the most southerly existing 45' driveway, construction of a new 45' driveway approximately 155' north of the intersection, replacement of all non-compliant rolled curb sidewalk with standard curb and gutter, and the replacement of any non-compliant companion curb ramps at the intersection of Walerga Road and Elkhorn Boulevard. The intersection pedestrian push button assembly will also be reviewed to ensure compliance with ADA standards. The proposed on-site improvements will modify the existing stormwater conveyance system to incorporate trash capture facilities, complying with the Sacramento Region Stormwater Quality Design Manual. The under-canopy concrete slab will be hydraulically isolated, where potential spills from the fueling area will be collected and routed to the sanitary sewer. Currently, the project site is flat and graded from the existing development.

ENVIRONMENTAL SETTING

The Project site is located within the North Highlands portion of unincorporated Sacramento County (see Plate IS-1). The site is located on the northwest corner of the Walerga Road and Elkhorn Boulevard intersection, and approximately 1.7 miles northwest of Interstate 80 Expressway (see Plate IS-2).

The parcel is fully developed with a gas station with six fuel dispensers (12 fueling positions), shopping kiosk, and car wash built in 1995. The site is zoned LC (Limited Commercial). Surrounding property land uses consist of single-family residential uses on RD-5 (Residential Density 5 acres) zoned properties, and a Shopping Center (SC zoned). See Plate IS-2 and Plate IS-3 for aerial maps that illustrate the site's surrounding uses and zoning. Surrounding property land uses consist of single-family

residential uses on RD-5 (Residential Density 5 acres) zoned properties and a Shopping Center (SC zoned).

The project site is previously graded and flat at ~124± feet throughout the parcel (See Plate IS-4).

Plate IS-1: County Vicinity Map

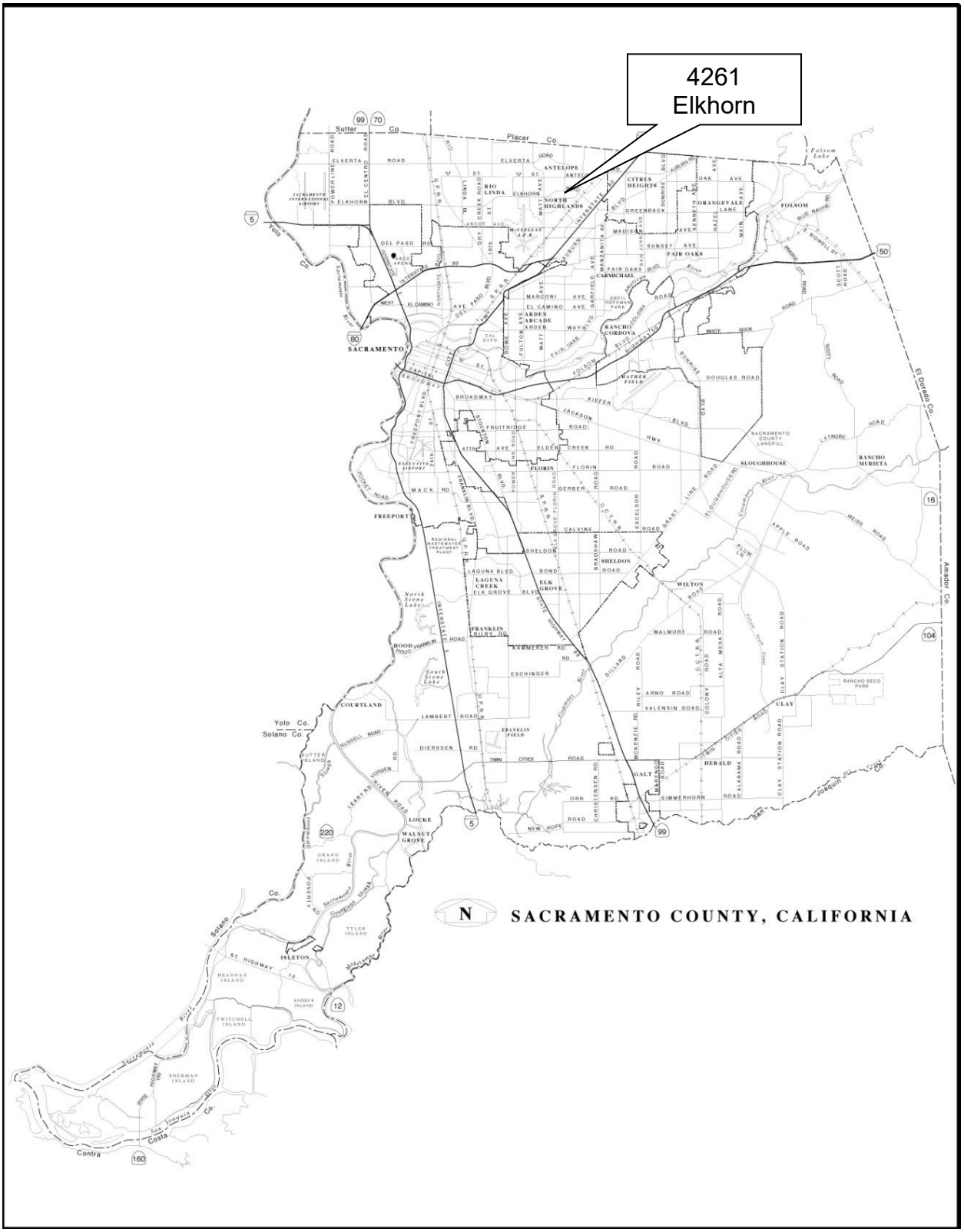


Plate IS-2: Location Map

Plate IS-3: Zoning Map

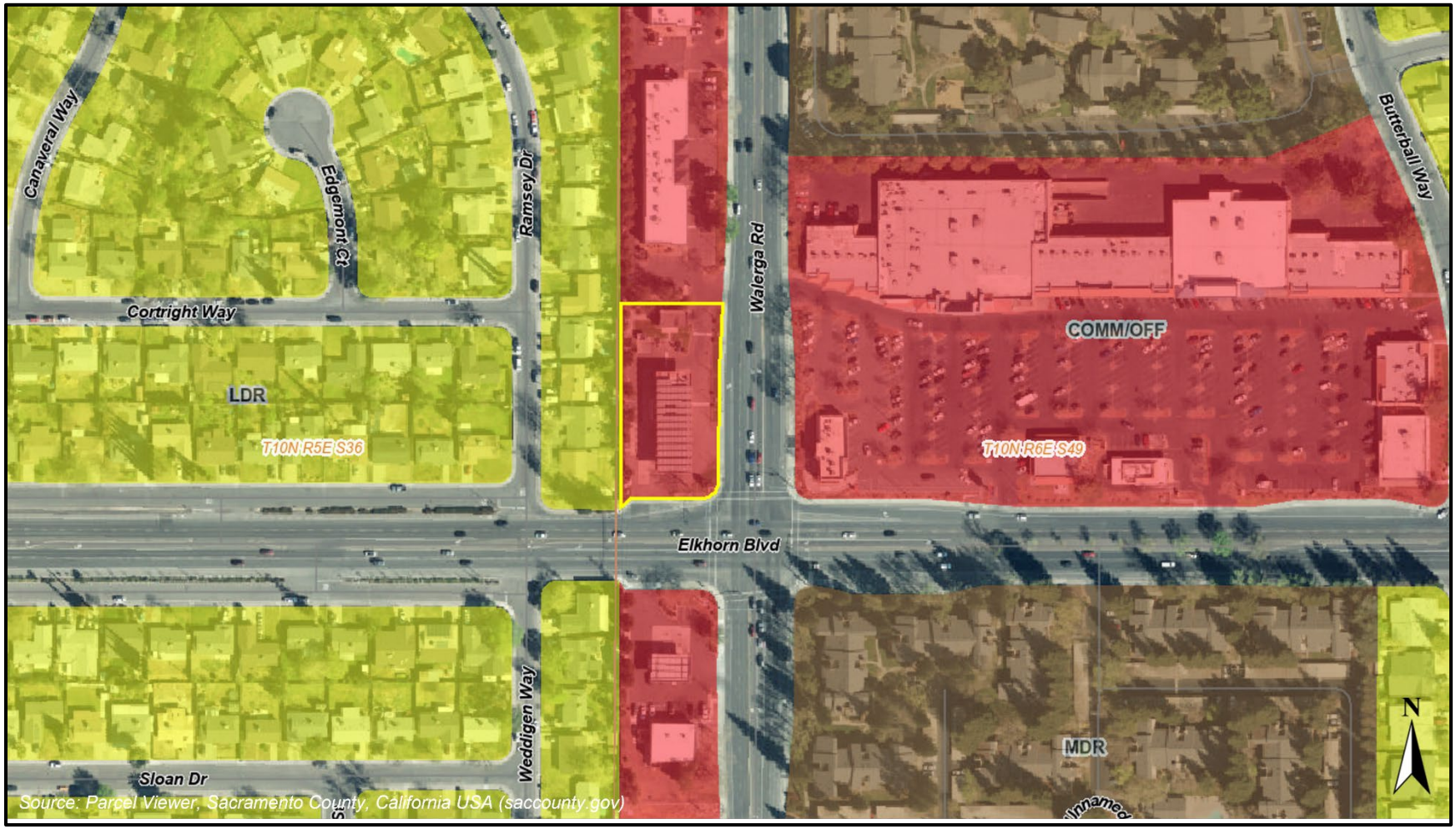
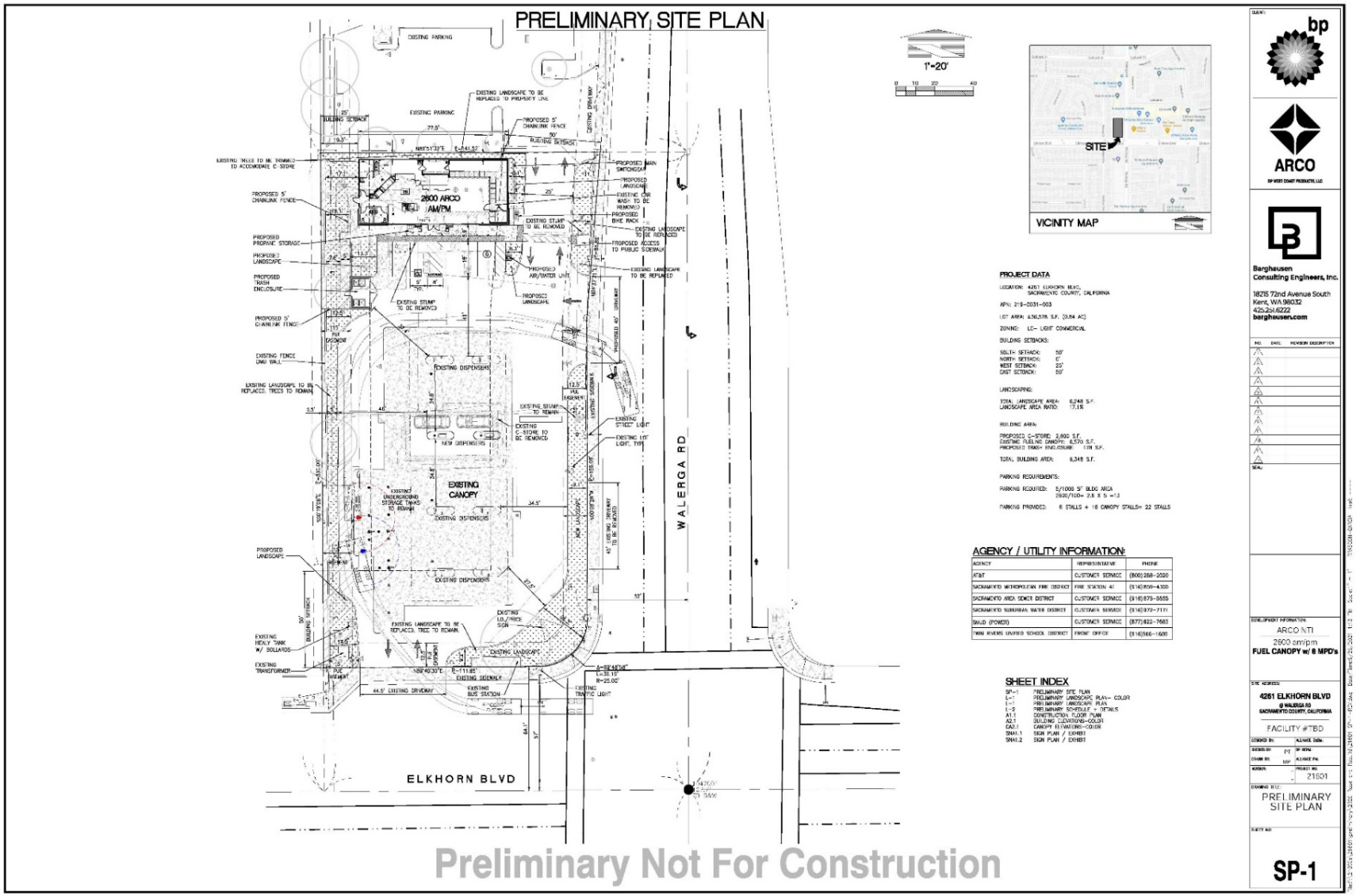


Plate IS-4: Site Plan



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.

AESTHETICS

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

- 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?

LIGHT AND GLARE

Nighttime lighting provides safety and comfort to communities and their residents, but excess and misdirected light creates the phenomenon known as light pollution. An increasing problem for metropolitan areas, light pollution is light not targeted for a specific task, creating an unhealthy and unsightly environment. This light originates from a number of sources including interior and exterior lighting on buildings, lights associated with advertising, streetlights, sporting venues and shopping centers. There are a number of environmental, ecological, quality of life, and human health implications associated with light pollution. Excess nighttime light wastes energy and harms the integrity of ecosystems. Artificial light interrupts the biological clock of organisms that depend on light (or lack thereof) to trigger behavioral activities. Upward-directed light creates skyglow above cities, impairing the view of the night sky, stars and planets.

GENERAL PLAN: LIGHT AND GLARE

The General Plan provides guidance for the consideration of light and glare in the Land Use section (LU-31) and the County-wide Zoning Code Lighting Standards General Provisions:

> **LU-31.** Strive to achieve a natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution.
>
> **Zoning Code Standards Section 5.7.3: Lighting.** Development located adjacent to a single-family residential neighborhood shall be designed to minimize impacts on adjacent homes by utilizing the following techniques, as applicable.
>
> (i) Providing building height transitions or step downs. Height – maximum height; compatibility.

(ii) Limiting exterior lighting to full cut off shielded fixtures and directing lights away from adjacent properties.

Zoning Code Section 5.5.2, Commercial Development Standards: Lighting. Site and street lighting shall comply with Section 5, Street Light Design of the Sacramento County Improvement Standards.

EXISTING LIGHT AND GLARE ENVIRONMENT

The previous gas station also applied for 24-hour operations in 1992 and was denied based on the concern of lighting being a nuisance to the residential parcels next to the project site. Since this denial, security lighting has continued to operate within this parcel, utilizing the overhead canopy lights from 11pm to 7am daily for the purposes of both residential and commercial safety.

There are 45 pre-existing luminaires within the outdoor space of the gas station (see Plate IS-5). The largest source of light comes from the 24 luminaires positioned within the gas pump canopy, amounting to an estimated 19,071 lumens. There are two 16' lighting poles proposed along the western boundary of the parcel (labelled S2 in Plate IS-5: Existing Lighting Conditions) that abut residential uses. Both light poles are within twenty feet of residences and currently project approximately 9,057 lumens per luminaire without directional shielding. The numbers shown on the photometric plan represent the intensity and dispersion of illumination based on the construction and luminosity of each light present within the project site.

LIGHT AND GLARE PROJECT ANALYSIS

The existing lights operate 24-hours as security lighting. The entitlement request would result in the use of lights to support 24-hour operation of the facility, and would utilize low-light light-emitting diodes (LED) and directional shields that are designed to direct light away from residences. The project's proposal to use spatial light modulator (SLM) LED lighting is consistent with the County General Plan's policy on light pollution reduction (LU-31). As indicated by the photometric analysis that factors adding directional shielding to the existing lights, illumination will be reduced by an average of 1.3 foot candle units of illuminance from the existing conditions (Plate IS-6: Lighting Conditions with Directional Shielding). The proposed project would result in a reduction of illumination in all locations of adjacent residential properties.

While there are no jurisdictional guidelines that dictate the exact amount of illumination that can pervade into residential parcels, Zoning Code Standards Section 5.7.3: Lighting does recommend that new projects include directional shielding as a standard mitigation for light and glare. Mitigation has been included to require that the project implement directional lighting for proposed lighting features, which would significantly reduce the amount of light pollution and spillover to residential properties from baseline conditions, as illustrated in Plate IS-6. Therefore, the impact will be ***less than significant with mitigation.***

Plate IS-5: Existing Lighting Conditions

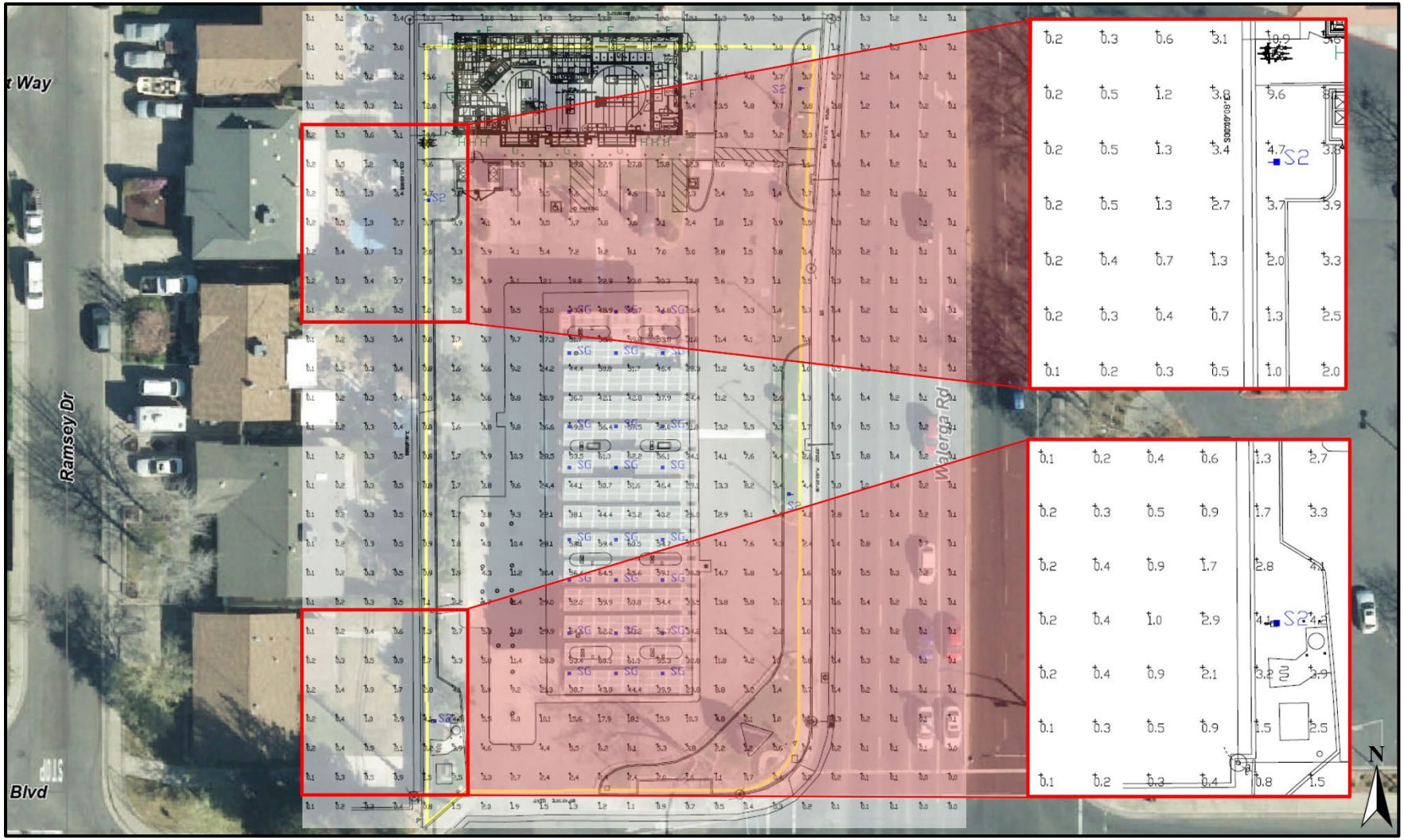
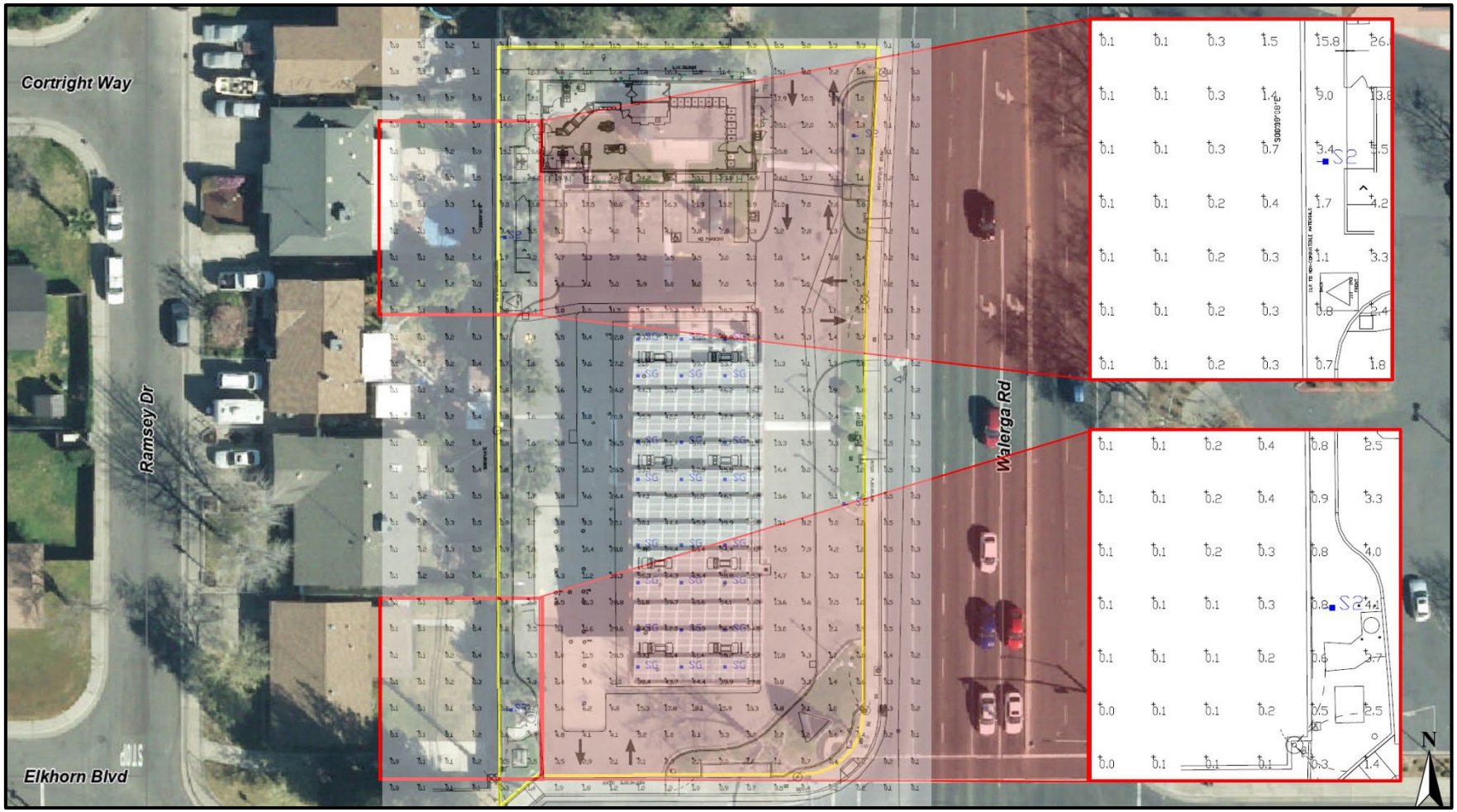


Plate IS-6 Lighting Conditions with Directional Shielding



LAND USE

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

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to a general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed Use Permit, Special Development Permit, and Design Review would allow the construction and operation of a 24-hour automobile service station (gas station) and a 24-hour convenience store. The convenience store intends to sell alcohol if the appropriate approvals are obtained. The Sacramento County General Plan (General Plan) designates the site as Commercial/Offices and per the Sacramento County Zoning Code (Zoning Code) the site is zoned Light Commercial (LC).

The existing and proposed expanded use is a compatible use within the Commercial/Offices designation of the General Plan. The project site is located along and within an existing commercial corridor on Walerga Road. The General Plan supports continued operation of the site with commercial uses and the expanded project does not fundamentally change or convert the commercial use of the site. The proposed project does not conflict with policies of the General Plan that are intended to avoid or mitigate an environmental effect.

The proposed use is an allowed use within the LC zone with approval of a Use Permit. As indicated, the site is an existing gas station with an existing use permit; therefore, the expanded project seeks to amend the existing use permit. The applicant is seeking a Special Development Permit to deviate from multiple development standards of the LC zone. Requested deviations include setback, landscaping and signage deviations. In large part, development standards are in place to ensure that projects reduce impacts associated with noise, light, and design as the new application requests an extension of operating hours from 6am-11pm to 24-hours.

While improvements will be moved around on the site, the disposition of impacts associated with noise and lighting to adjacent residential uses will be improved from baseline conditions (see relevant Noise and Lighting section of this document). The proposed project will replace the car wash use on the site with the convenience store thereby reducing a large contribution of baseline noise produced on the existing site. Furthermore, the existing masonry/block wall separating the project site from adjacent residential will be retained and the existing fueling canopy will also be retained with minor upgrades. Therefore, the requested components of the Special Development Permit will not result in new or worse significant impacts associated with Zoning Code standards that were adopted to mitigate environmental impacts.

Overall, the project is compatible with the General Plan and no significant environmental impacts are expected as a result of the Special Development Permit. Therefore, land use related environmental impacts will be ***less than significant***.

AIR QUALITY

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

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

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

Table IS-1: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (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-2: 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.

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 & OZONE PRECURSOR EMISSIONS (NO_X)

The Guide to Air Quality Assessment in Sacramento County (SMAQMD Guide) includes screening criteria for construction-related particulate matter and ozone precursor emissions. Projects that are 35 acres or less in size will generally not exceed the

SMAQMD's construction PM_{10}, $PM_{2.5,}$ or NO_x thresholds of significance provided that the project does not:

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

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)]. In order to utilize a non-zero thresholdhold for PM (as outlined in the table above), the project must implement Best Emissions Control Practices, which have been included as mitigation below.

The project site is less than 35 acres (0.84 acre) and does not involve buildings more than 4 stories tall; 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 and some demolition of site components (existing carwash and kiosk).

CONSTRUCTION EMISSIONS CONCLUSION

Staff prepared an air quality analysis, dated March 23, 2023, 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-3 below.

Table IS-3: CalEEMod Estimated Construction Emissions

Construction Year 2024	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	n/a	85	80	82
Estimated Emissions	5.42	48.94	21	8.05

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical. As noted, the project site is less than 35 acres (0.84 acre) and does not involve buildings more than 4 stories tall; significant trenching activities; an unusually compact construction schedule; 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 and some demolition of site components (existing carwash and kiosk); however, as indicated in Table IS-3, 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. The estimated operational emissions for the proposed project, using CalEEMOD are below the established thresholds. See Table IS-4 below for estimated operational estimates. Impacts are ***less than significant***.

Table IS-4: CalEEMOD Estimated Operational Emissions

Operational Year 2024	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	65	85	80	82
Operational (long-term)	6.10	7.23	10.8	2.8

TOXIC AIR CONTAMINANT 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. The project is also an existing gas station that is not proposing additional pumps as part of the updated entitlement request.

DISCUSSION OF TOXIC EMISSIONS PROJECT IMPACTS

As indicated in Table IS-4, project operational emissions of criteria pollutants would be below SMAQMD significance thresholds with TBACT and BMPs. Exposure by individuals pumping gasoline would be limited in time, so the dose level for customers would remain low. Additionally, 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. 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.

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. Thus, the project applicant shall be required to obtain a permit from SMAQMD and implement all SMAQMD required measures. 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-5 and Table IS-6.

Table IS-5: $PM_{2.5}$ 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	1.1	0.98	0.0053%	18419
Hospital Admissions, Asthma	0 - 64	0.069	0.064	0.0035%	1846
Hospital Admissions, All Respiratory	65 - 99	0.35	0.31	0.0016%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.19	0.17	0.00070%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000093	0.000086	0.0023%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0083	0.0078	0.0025%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.019	0.018	0.0024%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.031	0.029	0.0023%	1239

Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.11	0.0021%	5052
Mortality					
Mortality, All Cause	30 - 99	2.4	2.1	0.0048%	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-6: 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	0.090	0.071	0.00036%	19644
Emergency Room Visits, Asthma	0 - 17	0.39	0.32	0.0055%	5859
Emergency Room Visits, Asthma	18 - 99	0.64	0.54	0.0043%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.057	0.047	0.00015%	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.*

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 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.

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 corresponds 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-7). Where the noise level standards of Table 2 (see Table IS-7) are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 (see Table IS-7) standards within sensitive areas.

NO-6. Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 (see Table IS-7) at existing noise-sensitive areas in the project vicinity.

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

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

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

Table IS-7: Noise Element Table 1
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.	

NOISE ANALYSIS

As a parcel that directly abuts a residential area, the standards of ambient noise created by a 24-hour operation merits consideration. The proposed project will remove a noise-generating source (the car wash), install a noise-generating source (convenience store), and continue to generate existing noise by way of vehicle circulation. A Noise Analysis Memorandum was prepared for the proposed project by Bollard Acoustical Consultants, Incorporated, dated May 9, 2023 (Appendix B).

According to the Noise Analysis Memorandum, the nearest noise-sensitive uses have been identified as the residential Larchmont Village community to the west of the project, and noise level criteria was applied to project on-site operations impacts to the closest residences. Noise exposure associated with the proposed 24-hour gas station and convenience store would be subject to the County's daytime and nighttime noise level standards indicated in Table IS-7.

According to the Department of Transportation National Transportation Noise Map (see Plate IS-6), the proposed project site and the adjacent housing fall within one mile of the noise contours of a high-traffic intersection where the ambient noise decibels measure between 50.0-54.9 decibel level equivalent (Leq).

PROJECT IMPACTS: ON-SITE DELIVERY TRUCK CIRCULATION

The Noise Analysis Memorandum evaluated potential noise impacts from the proposed project generated by on-site truck deliveries. Typically, deliveries of products to convenience stores occur at the front of the store with medium-duty vendor trucks or vans. The project will also receive deliveries from heavy fueling trucks for the purpose 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.

PROJECT IMPACTS: ON-SITE PASSENGER VEHICLE CIRCULATION

The Noise Analysis Memorandum 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 will retain entrances to the property from the south at Elkhorn Boulevard and the east from Walerga Road. The removal of the car wash will also result in the removal of the current drive aisle that circulates vehicles from

toward Elkhorn Boulevard. Assuming each vehicle spends five minutes in either a parking or canopy stall, this would result in a total of approximately 264 vehicle trips to and from the site per hour at maximum capacity (i.e., peak hour, considered to be worst-case). It is reasonably assumed for the purposes of this analysis that peak hour vehicle trip generation would occur during daytime hours (7:00 a.m. to 10:00 p.m.), when project uses are typically the busiest. It is further assumed that peak hour project trip generation from 11:00 p.m. to 6:00 a.m., during nighttime hours, would be approximately 50% less than peak hour trips during daytime hours. Therefore, the analysis of project on-site vehicle circulation and parking movement median (L50) noise levels during the hours of 11:00 p.m. to 6:00 a.m. utilizes 132 vehicle trips (50% of 264).

PROJECT IMPACTS: AIR/WATER UNIT

The Noise Analysis Memorandum analyzed potential noise impacts from the proposed project due to an existing air/water unit that operates on-site. Impacts are considered under the air/water unit median (L_{50}) noise levels estimated during the hours of 11:00 p.m. to 6:00 a.m. conservatively assumes continuous equipment usage for the duration of an hour.

PROJECT IMPACTS: HVAC

The Noise Analysis Memorandum analyzed potential noise impacts from the proposed project due to an existing exterior HVAC unit that operates on-site. Impacts are considered under the HVAC equipment median (L_{50}) noise levels estimated during the hours of 11:00 p.m. to 6:00 a.m. conservatively assumes continuous equipment usage for the duration of an hour.

Using the reference sound level data shown in Table IS-7, the outlined operations assumptions, the provided site plan for scaling distances, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project on-site operations noise exposure at the property lines of the nearest residential uses to the west was calculated and the results of those calculations are presented in Tables IS-8 and IS-9 below.

Table IS-8: Project Operations Median (L_{50}) Noise at Residential Uses—11 p.m. to 6 a.m.

Predicted Noise Level, L_{50} (dB)[2]					
Receiver[1]	Vehicle Circulation[3]	Parking Movements[4]	Air/Water Unit[5]	HVAC[6]	County Exterior Nighttime Limit, L50 (dB)
Nearest Residential—West	50	48	39	49	50

1. Residential use as indicated in IS Plate-2.
2. Predicted noise levels include an offset of -6 dB to account for attenuation provided by an existing 6' noise barrier.
3. Predicted on-site vehicle circulation noise level utilizes 130 vehicle trips per hour.
4. Predicted parking movement noise level utilizes 130 vehicle trips per hour.
5. Predicted air/water unit noise level assumes continuous operation for 30 minutes or more during a given hour.
6. Predicted HVAC equipment noise level assumes continuous operation for 30 minutes or more during a given hour.

Table IS-9: Project Operations Maximum (L_{MAX}) Noise at Residential Uses—11 p.m. to 6 a.m.

Predicted Noise Level, L_{MAX} (dB)[2]					
Receiver[1]	Vehicle Circulation[3]	Parking Movements[4]	Air/Water Unit[5]	HVAC[6]	County Exterior Nighttime Noise Limit, LMAX (dB)
Nearest Residential—West	59	67	--	--	70

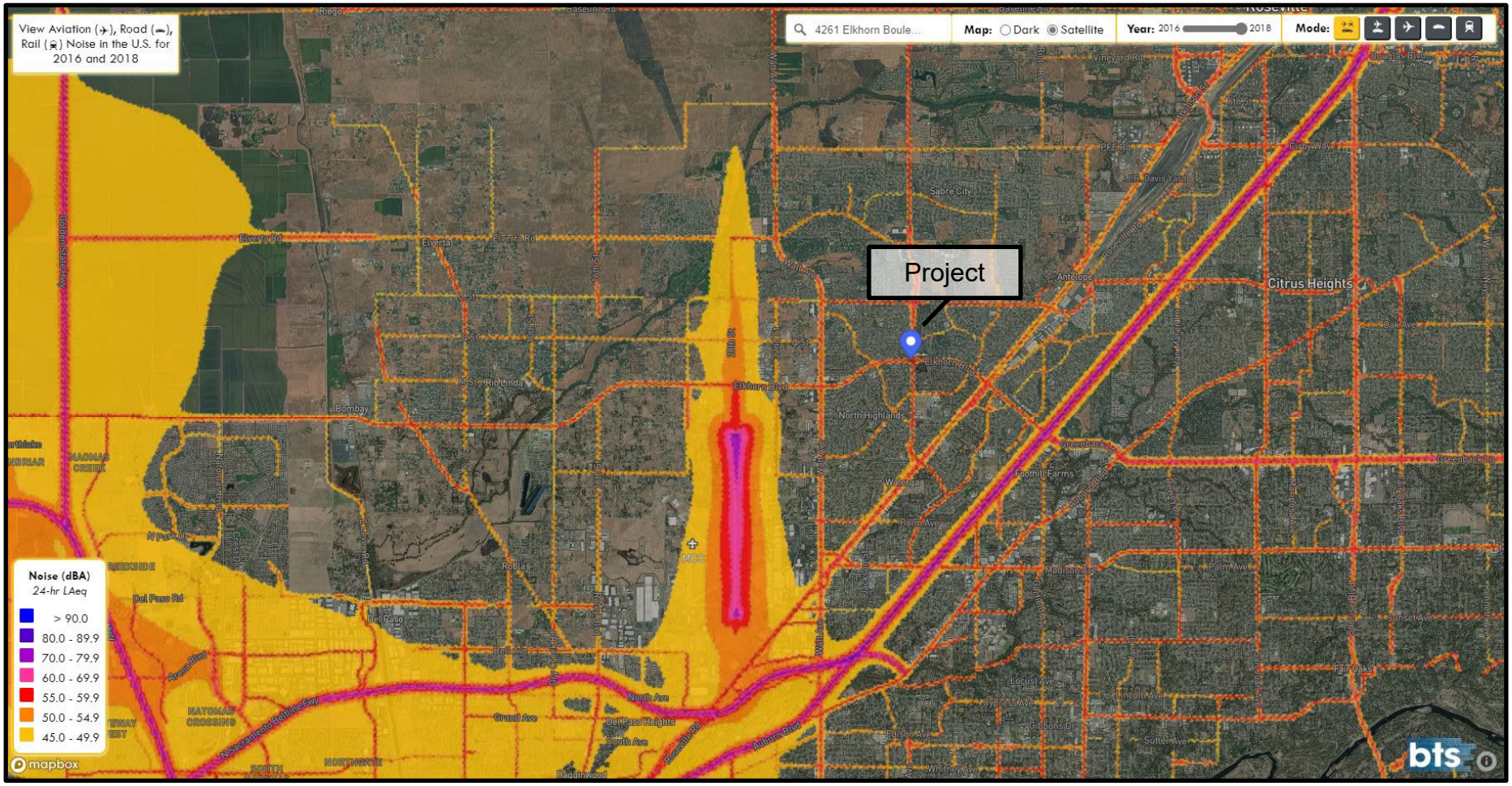
1. Residential use as indicated in IS Plate-2.
2. Predicted noise levels include an offset of -6 dB to account for attenuation provided by an existing 6' noise barrier.
3. Predicted maximum noise level on-site vehicle circulation.
4. Predicted maximum noise level parking movements.
5. Because air/water unit could potentially be in operation for 30 minutes or more during an hour, this noise source was quantified relative to County's median (L_{50}) noise level limit.
6. Because HVAC equipment could potentially be in operation for 30 minutes or more during an hour, this noise source was quantified relative to County's median (L_{50}) noise level limit.

Noise Conclusion

Noise exposure from analyzed on-site operations is predicted to satisfy Sacramento County exterior nighttime median (L_{50}) and maximum (L_{max}) noise level standards for residential uses at the closest existing residential uses to the west. The predicted compliance includes consideration of attenuation that would be provided by the existing CMU wall along the western project property boundary. As such, the disposition of

impacts associated with noise to adjacent residential uses will not differ significantly or increase from the baseline use. Furthermore, the proposed project will replace the car wash use on the site with the convenience store thereby reducing a large contribution of baseline noise produced on the existing site. Impacts due to noise are ***less than significant***.

Plate IS-7: National Transportation Noise Map



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.

The project site has been developed with a gas station use since sometime in the 1980s. According to the Envirstor and Geotracker databases, the project site has not had a hazardous materials release or event associated with Leaking Underground Storage Tanks (LUST) or other potential soil contaminants.

The proposed project will continue use of the existing 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. 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.

HAZARDS AND HAZARDOUS MATERIALS CONCLUSION

The proposed project will utilize previously installed Underground Storage Tanks. No new installation will occur. 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. Additionally, there are no known active hazardous materials cases on the project site or associated with the existing use. Impacts due to hazards and hazardous materials are ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY 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.

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

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

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

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

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

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

from the BOS and a final CAP was brought back before the BOS for approval, on September 27, 2022, but was continued to a future hearing date.

Thresholds of Significance

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. 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-10.

Table IS-10: 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). 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-11 illustrates the specific construction-generated GHG emissions that would result from construction of the project.

Table IS-11: Construction-Related Greenhouse Gas Emissions

Emissions Source	**CO_2e (metric tons/year)**
SMAQMD Construction Threshold	1,100
Project Construction-Related Emissions	41.3
Exceeds Threshold?	**No**

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

As shown in Table IS-9, project construction would result in the generation of approximately 41.3 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

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 operational emissions associated with the project are less than 1,100 MT of CO2e per year. Mitigation has been included such that the project will implement BMP 1 and BMP 2. The impacts from GHG emissions are ***less than significant with mitigation***.

Table IS-12: Operational-Related Greenhouse Gas Emissions

Emissions Source	**CO_2e (metric tons/year)**
SMAQMD Operational Threshold	1,100
Project Operation-Related Emissions	890
Exceeds Threshold?	**No**

GREENHOUSE GAS EMISSIONS CONCLUSION

Since the development is consistent with SACOG's 2020 MTP/SCS, the development would not result in an increase in the severity of operational GHG emission-related impacts. 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 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 _____ Date: _____

MITIGATION MEASURE A: DIRECTIONAL LIGHTING

In accordance with the guidelines set forth in the County General Plan on reduction of lighting nuisances and pollution, the project shall ensure that post lighting is properly directed away from the westward parcel boundary shared with private residences. The applicant shall retrofit the proposed SLM-LED post lighting with directional light shields that project lighting eastward, towards the gas station canopy.

MITIGATION MEASURE B: 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 C: GREENHOUSE GAS EMISSIONS REDUCTION BMPS

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

If the project proponent chooses to proposed alternative, they will need to submit documentation to the satisfaction of the Environmental Coordinator demonstrating that the alternatives are equivalent to Tier 1 BMPs. Documentation shall be submitted to the Environmental Coordinator prior to approval of grading, improvement plans or building permits, whichever occurs first.

MITIGATION MEASURE COMPLIANCE

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

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $2,500.00. This fee includes administrative costs of $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 drone outside
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 and 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. The zoning for this parcel is Limited Commercial (LC); Therefore, no viable land use for housing will be impacted. 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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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. Impacts are less than significant.
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, nor will lighting provide new sources of disturbance. Impacts are less than significant.
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. Addition of directional shield ensures a reduction in pre-existing light and glare into neighboring residential area. Refer to the aesthetics section above.
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 drone outside
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 drone outside
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 may 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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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			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. See Air Quality discussion above.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		Single family homes are located immediately west of the project site. Refer to the Air Quality discussion above.
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.
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		While improvements will be moved around on the site, the disposition of impacts associated with noise to adjacent residential uses will not differ significantly or increase from the baseline use. The proposed project will replace the car wash use on the site with the convenience store thereby reducing a large contribution of baseline noise produced on the existing site. Furthermore, the existing masonry/block wall separating the project site from adjacent residential will be retained and the existing fueling canopy will also be retained with minor upgrades. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). 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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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:					
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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.
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			There are no detected habitats within the project site. A less than significant impact will result.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		The project site is a fully developed parcel in an urbanized area. A less that significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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.
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 not within a Habitat Conservation Plan development area. No impact will occur.
13. **CULTURAL RESOURCES -** Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No known 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. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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.
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 has 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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments drone outside
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.
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 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. Standard mitigation will ensure less than significant impacts.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Commercial and Offices	X		
Community Plan	LC (Light Commercial)	X		
Land Use Zone	LC (Light Commercial)	X		

APPENDICES

Appendix A: PLNP2021-00268 ARCO at Larchmont Village Detailed Report, Results Exported from CalEEMod, dated November 29, 2023

Appendix B: Noise Analysis Memo for PLNP2021-00268, Bollard Acoustical Consultants, dated May 9, 2023.

REVIEW:

The Appendices as well as other project documents and details may be reviewed on the internet and/or physical address below:

https://planningdocuments.saccounty.net/projectdetails.aspx?projectID=8005&communityID=10

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