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:** DRCP2022-00053

2. **Title and Short Description of Project:** US Cold Storage Parking Lot Expansion at Southgate Industrial Park

   1. A **Development Plan Review** to allow the expansion of a parking lot within the 52nd Avenue Neighborhood Preservation Area pursuant to Section 530-32 of the 52nd Avenue Neighborhood Preservation Area Ordinance (NPA).

   The project proposes to expand the existing truck parking lot for a cold storage warehouse food distribution business on an approximately 8.06-acre parcel. Project improvements will include only the southerly portion of the parcel consisting of approximately 1.80 acres. The parking lot expansion is for the parking/storage of tractor trailers. Project improvements include expanding the parking lot asphalt paving area with the addition of eighteen (18) new truck stalls sized 12-foot by 55-foot each, new tree and landscaping plantings, and a bioretention basin at the southerly end of the property. The site currently has eight (8) truck parking stalls that will be relocated to the expansion area. The total number of truck parking stalls will be twenty-six. Access to the proposed project will continue from an existing on-site driveway off 52nd Avenue. No idling will occur within the expansion area. This will be a condition of approval on the project entitlement. The limits of truck delivery will remain at the existing parking lot located at the eastern end of the site, away from the existing residences (mobile home park). The southern 75-feet of the project site will not be developed in compliance with Section 530-83 of the NPA. A proposed bioretention basin, located adjacent to the expansion area, will be approximately 2,269 square feet (10-foot x 227-feet) with 12-inch gravel depth. The purpose of the bioretention basin is to treat stormwater flows from the existing site and proposed expansion area. Although currently vacant, the use of the building is set up as a food/beverage cold storage facility. No manufacturing or processing are associated with business operations; it consists only of food distribution. The project itself is not altering the existing use of the business.

   Although currently vacant, the use of the building is set up as a food/beverage cold storage facility. No manufacturing or processing are associated with business operations; it consists only of food distribution. The project itself is not altering the existing use of the business.

2. **Assessor's Parcel Number:** 041-0092-001-0000

3. **Location of Project:** The project site is located at 3100 52nd Avenue, at the south corner of the intersection of 52nd Street and Connector Street, in the Southgate Industrial Park of the South Sacramento community.

4. **Project Applicant:** Stantec Consulting Services, Inc. (Stantec)

5. 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.

6. 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.

7. 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 Planning and Environmental Review at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

Julie Newton

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: DRCP2022-00053

NAME: US Cold Storage Parking Lot Expansion at Southgate Industrial Park

LOCATION: The project site is located at 3100 52nd Avenue, at the south corner of the intersection of 52nd Street and Connector Street, in the Southgate Industrial Park of the South Sacramento community.

ASSESSOR'S PARCEL NUMBER: 041-0092-001-0000

OWNER: LBA Realty
3347 Michelson Drive, Suite 200
Irvine, CA 92612
Attention: Mark Kennedy

APPLICANT: Stantec Consulting Services, Inc. (Stantec)
38 Technology Drive, Suite 200
Irvine, CA 92618
Attention: Ryan Chen

PROJECT DESCRIPTION

The project consists of the following entitlement requests:

1. A **Development Plan Review** to allow the expansion of a parking lot within the 52nd Avenue Neighborhood Preservation Area pursuant to Section 530-32 of the 52nd Avenue Neighborhood Preservation Area Ordinance (NPA).

The project proposes to expand the existing truck parking lot for a cold storage warehouse food distribution business on an approximately 8.06-acre parcel. Project improvements will include only the southerly portion of the parcel consisting of approximately 1.80 acres. The parking lot expansion is for the parking/storage of tractor trailers. Project improvements include expanding the parking lot asphalt paving area with the addition of eighteen (18) new truck stalls sized 12-foot by 55-foot each, new tree and landscaping plantings, and a bioretention basin at the southerly end of the property. The site currently has eight (8) truck parking stalls that will be relocated to the expansion area. The total number of truck parking stalls will be twenty-six. Access to the proposed project will continue from an existing on-site driveway off 52nd

Avenue. No idling will occur within the expansion area. This will be a condition of approval on the project entitlement. The limits of truck delivery will remain at the existing parking lot located at the eastern end of the site, away from the existing residences (mobile home park). The southern 75-feet of the project site will not be developed in compliance with Section 530-83 of the NPA. A proposed bioretention basin, located adjacent to the expansion area, will be approximately 2,269 square feet (10-foot x 227-feet) with 12-inch gravel depth. The purpose of the bioretention basin is to treat stormwater flows from the existing site and proposed expansion area.

Although currently vacant, the use of the building is set up as a food/beverage cold storage facility. No manufacturing or processing are associated with business operations; it consists only of food distribution. The project itself is not altering the existing use of the business.

ENVIRONMENTAL SETTING

The proposed project site is located within an urban-industrial and residential area in the southcentral portion of unincorporated Sacramento County (Plate IS-1). The proposed project site is located on the south side of 52nd Avenue, within the Southgate Industrial Park, in the community of South Sacramento. The site is also located adjacent to the City of Sacramento to the west and south. A Sacramento Regional Transit (RT) Light Rail line runs along the west of the site. The project area is confined to the southerly end of the subject industrial parcel. This portion of the parcel is currently vacant, flat, and consists of annual grasses and non-native trees, particularly along the southern border of the parcel.

The property is located within the 52nd Avenue Neighborhood Preservation Area (NPA). With the NPA zoning, the subject parcel also has an underlying zoning of M-1 (Light Industrial). Surrounding land uses consist of various light industrial uses to the north, a mobile home park to the south, industrial truck/transit terminal to the east, and a vacant parcel directly to the west of the site. Zoning of the parcels to the north across 52nd Avenue and to the west are M-1 (Light Industrial) and NPA. Parcels to the south and west of the site are within the City of Sacramento limits. See Plate IS-2 and Plate IS-3 to review project location and zoning maps.

The project site is developed with a two-story, vacant industrial warehouse storage building of approximately 145,020 square feet. The eastern portion of the site is where the existing parking lot is located with approximately eight (8) truck parking stalls, 20 truck loading dock stalls, 50 automobile parking stalls, and two (2) handicapped accessible automobile parking stalls. See **Plate IS-4** and **Plate IS-5** for the proposed project's overall site plan and preliminary landscape plan.

The project site is relatively flat, with elevations ranging from between 22 to 24 feet at the southerly end of the parcel. Landscaping and trees are located along the property frontage, within the existing parking lot, and at the southern boundary of the property.

Plate IS-1: County Vicinity Map

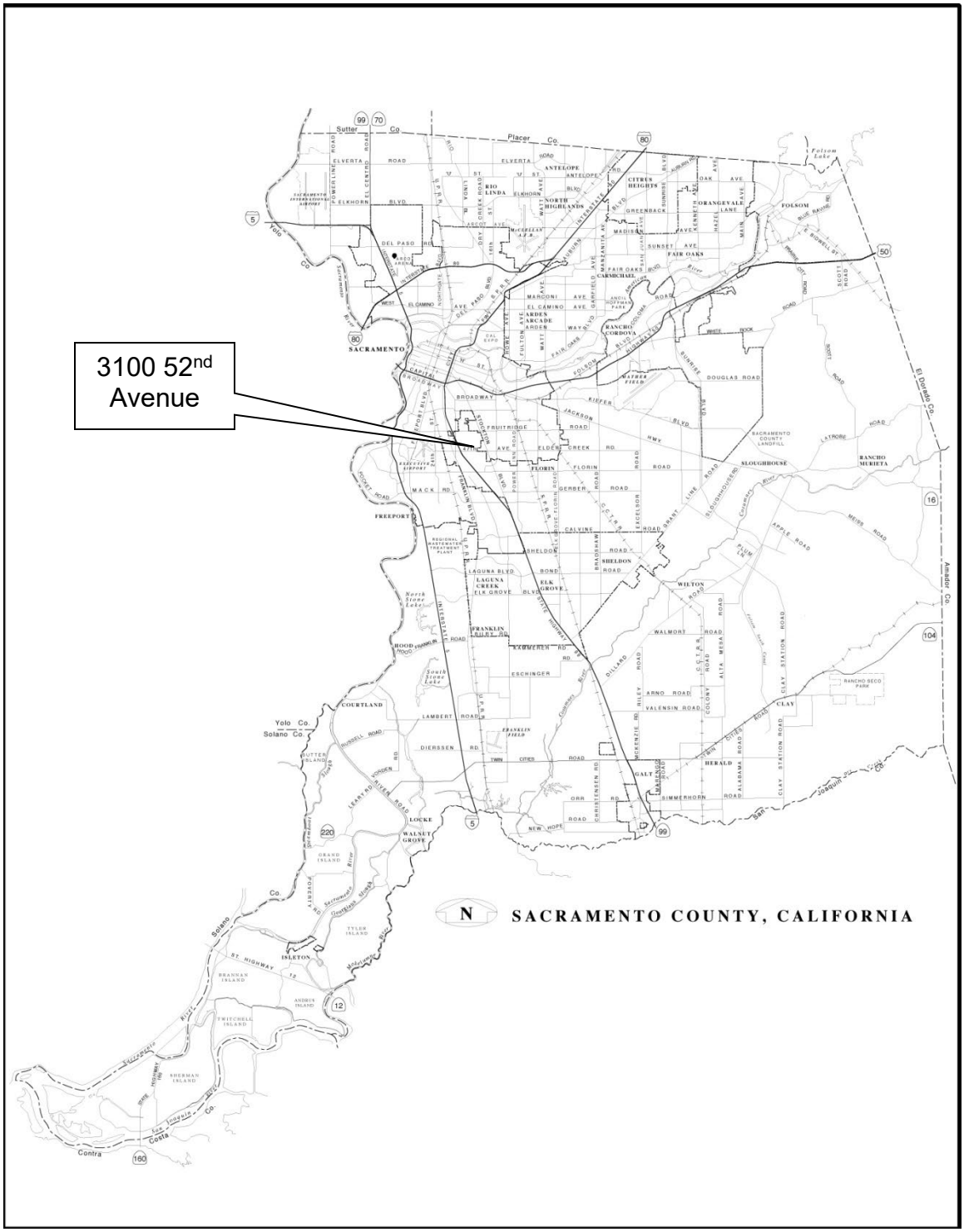


Plate IS-2: Location Map

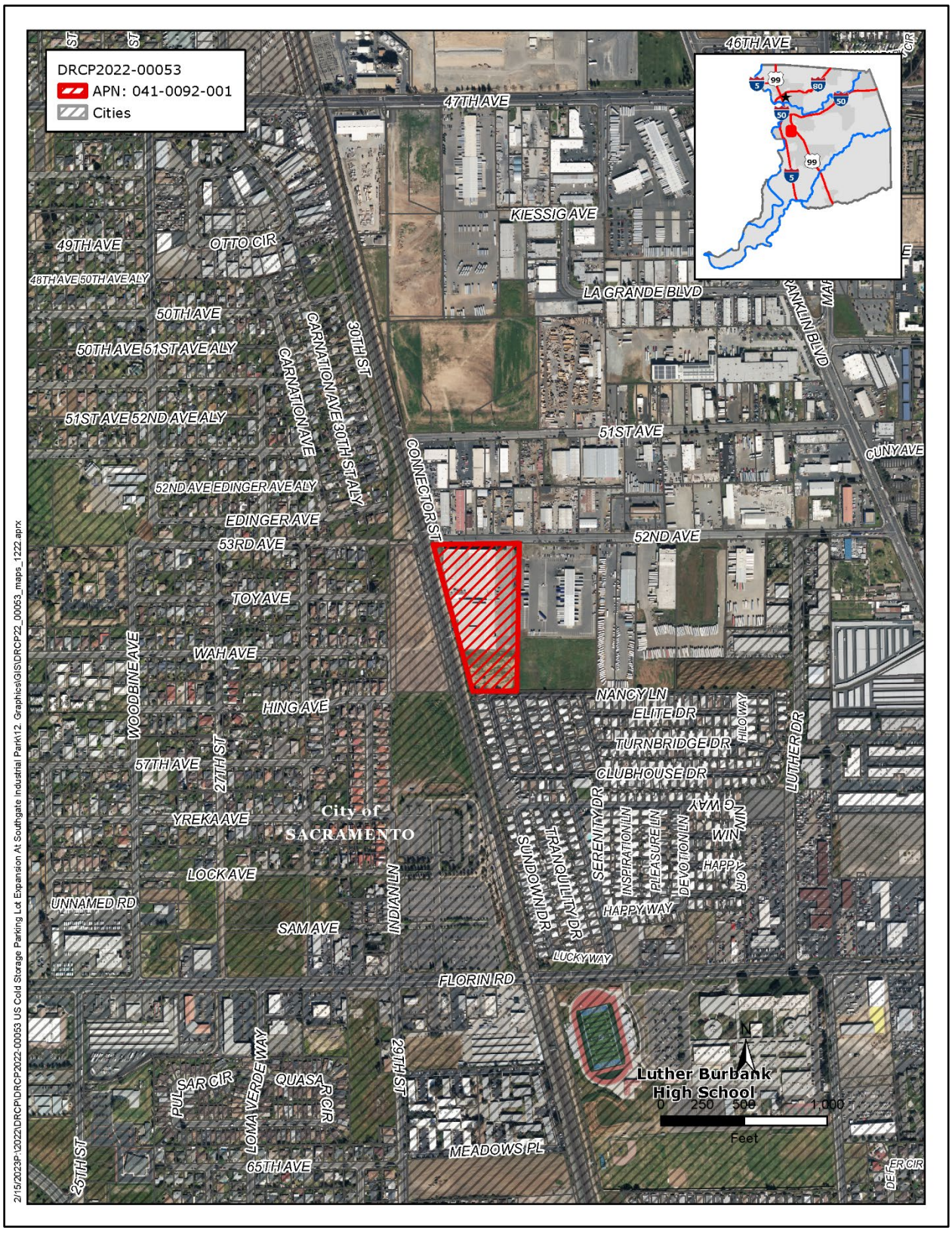


Plate IS-3: Zoning Map

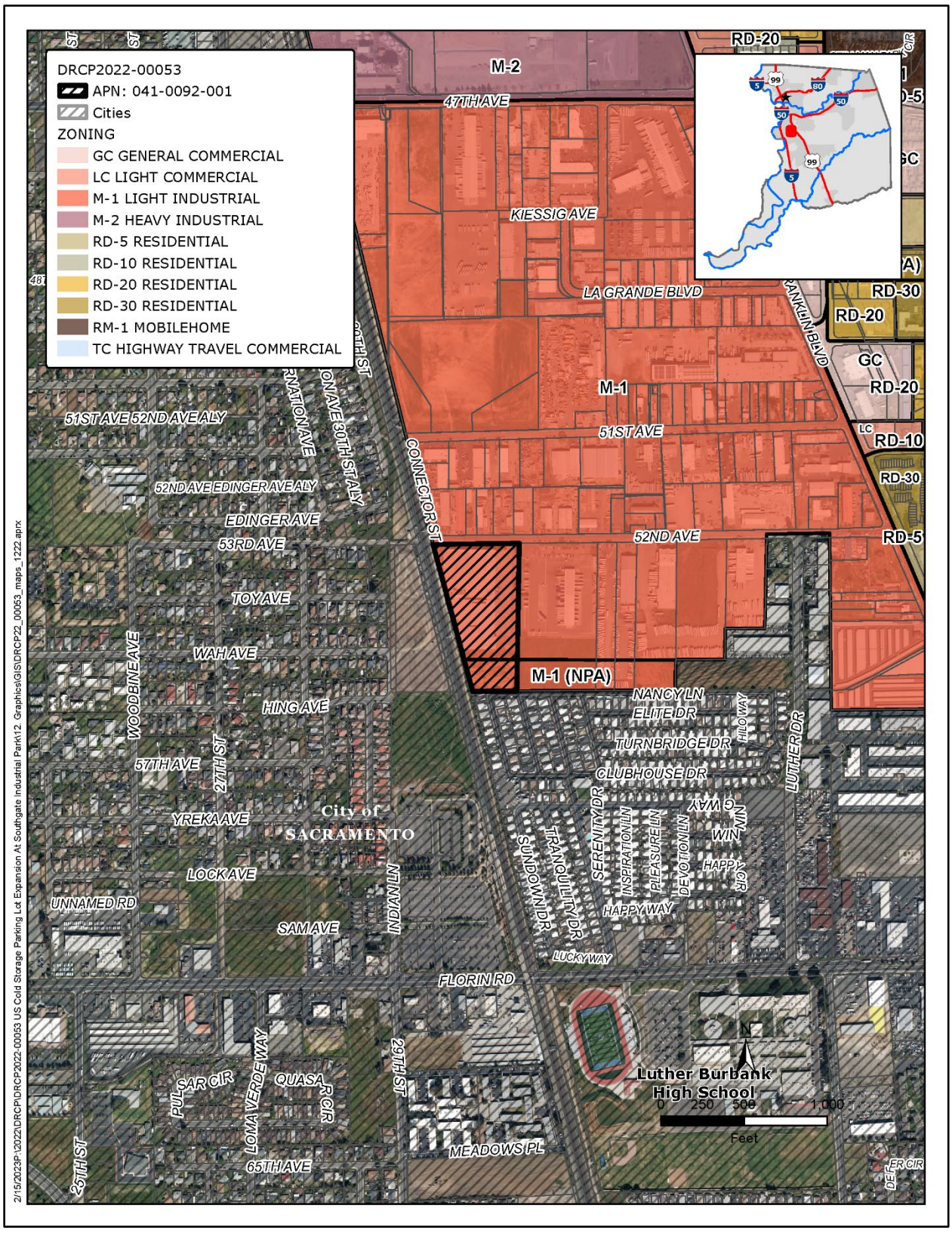


Plate IS-4: Preliminary Site Plan

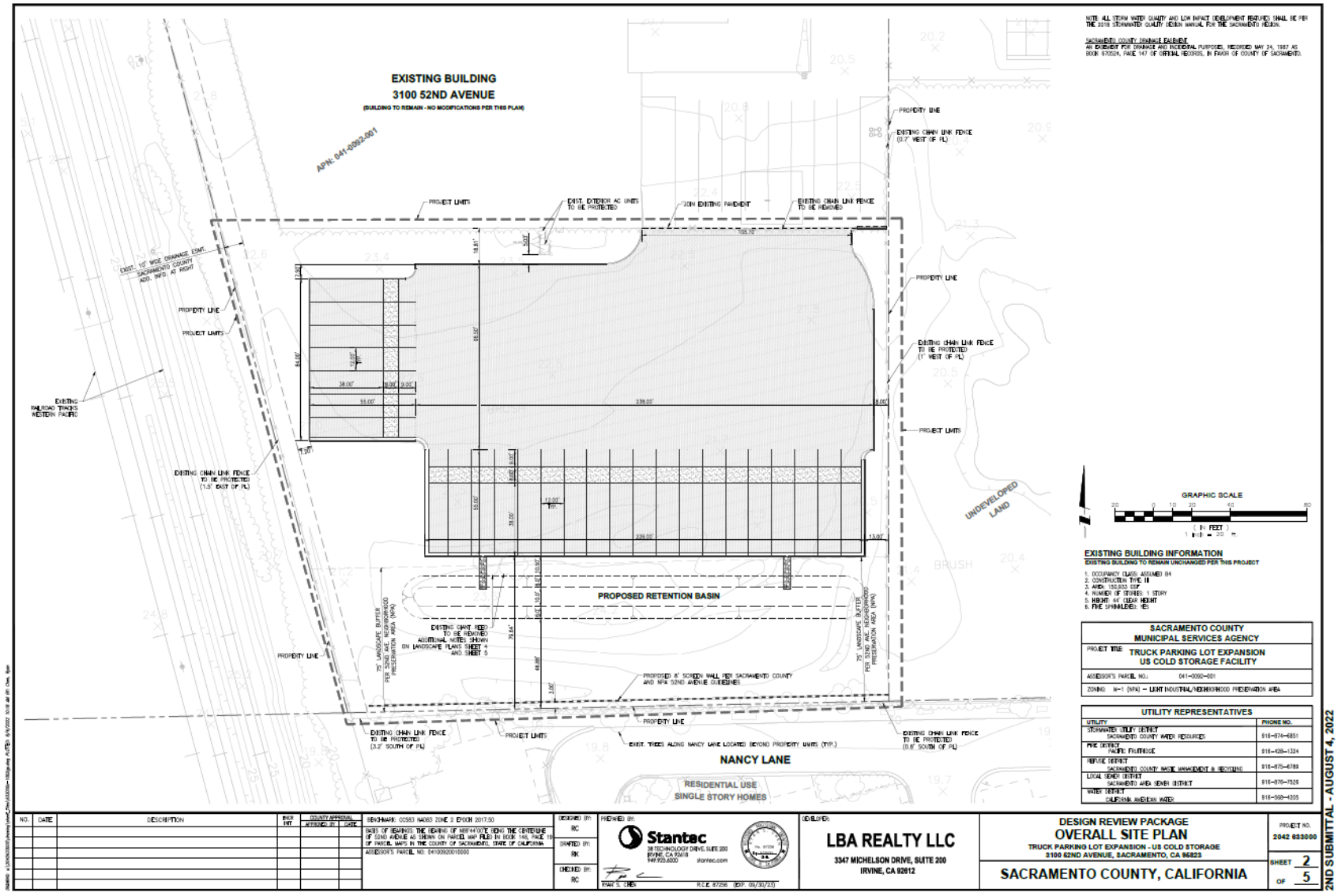
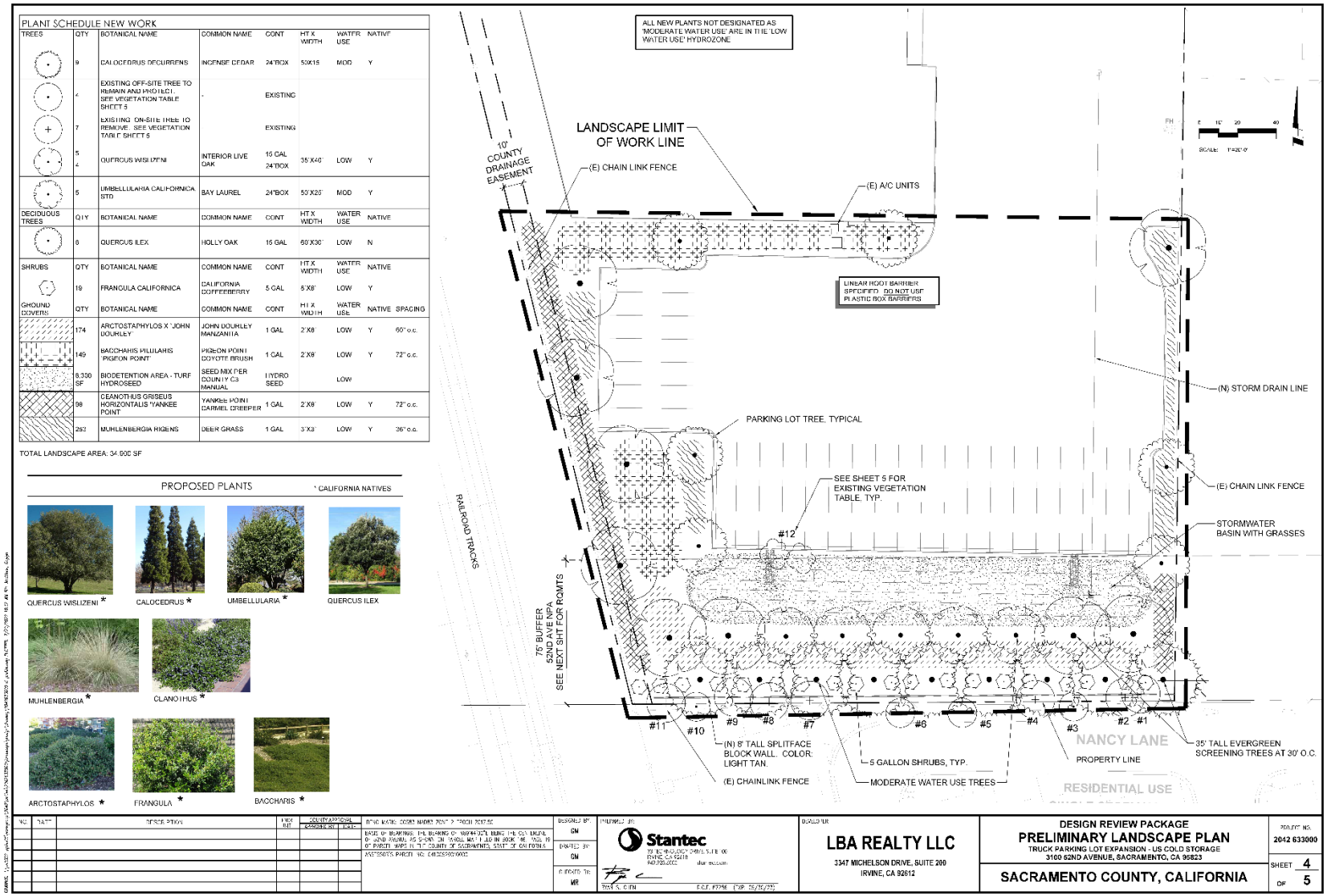


Plate IS-5: Preliminary Landscape Plan



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.

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?

As proposed, the Development Plan Review will allow construction of eighteen new (18) truck stalls, new tree and landscaping plantings, and a bio-retention basin at the southerly end of the property (Plate IS-4 and Plate IS-5). The project is subject to the policies of the Sacramento County General Plan, 52nd Avenue Neighborhood Preservation Area (NPA) and the Sacramento County Zoning Code. The site is designated for Intensive Industrial uses by the Sacramento County General Plan, Light Industrial (M-1) by the South Sacramento Community Plan and is within the M-1 land use zone as designated by the Sacramento County Zoning Maps. In addition, the property is located within the 52nd Avenue Neighborhood Preservation Area (NPA). According to the Land Use Element of the Sacramento County General Plan:

The Intensive Industrial designation provides for manufacturing and related activities including research, processing, warehousing, and supporting commercial uses, the intensive nature of which require urban services. Areas within this designation are located within the urban portion of the county and receive an urban level of public infrastructure and services. Floor Area Ratios range from 0.15 to 0.80.

The Light Industrial (M-1) zoning designation provides for development of industrial uses that include fabrication, manufacturing, assembly, or processing of materials. The subject property is located within the 52nd Avenue Neighborhood Preservation Area (NPA). The Neighborhood Preservation Area provides for the continued and future industrial uses of the properties, while protecting and preserving the existing residential neighborhoods on abutting properties from adverse impacts of nearby industrial uses. The NPA requires a Development Plan Review to the Planning Commission for the development of the property. The Planning Commission shall not approve development plans under provisions of this section unless it first finds that the proposed development will not create adverse noise, vibration, visual, air quality, health or safety impacts.

These impacts are addressed in the appropriate topical areas throughout this document.

The proposed project is consistent with the Sacramento County General Plan, South Sacramento Community Plan, and the Sacramento County Zoning Code for permitted uses. The project is consistent with the 52nd Avenue NPA based on the site design the applicant has proposed to prevent adverse effects to the residential properties located to the south.

The proposed project is not expected to significantly alter current land uses in the area or create a use that is incompatible with current designations. Additionally, the project does not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect nor does the project divide an established community. Land use related environmental impacts associated with the proposed project are considered ***less than significant***.

AESTHETICS

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

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

CONSISTENCY WITH ADOPTED REGULATIONS FOR SCENIC QUALITY

NEIGHBORHOOD PRESERVATION AREA (NPA) CONSISTENCY

The project is subject to the regulations of the 52nd Avenue Industrial NPA (530-30):

The intent of the 52nd Avenue NPA is to provide for the continued and future industrial uses of the properties, while protecting and preserving the existing residential neighborhoods (530-30). The NPA includes the following development standards (530-33) that pertain to the proposed project:

1. Setback adjacent to Residential zone. When abutting any residential land use zone (City or Unincorporated Area), the abutting yard shall be at least 75 feet in width. The common boundary between said residential land use zone and the industrial land use zone to which this Ordinance applies shall be demarcated by an eight (8) foot high solid barrier wall constructed of wood, rock, brick or other masonry material. The required 75-foot setback shall be fully landscaped and shall include a combination of trees and shrubs designed to screen industrial uses from the view of abutting residential uses. The planter shall be provided with a permanent irrigation system. Trees capable of reaching a height of at least 30 feet at maturity shall be planted at least every 30 feet within seven (7) feet of the required barrier wall.

2. Loading Areas. Loading areas shall be provided as required in Section 330-120 of the Sacramento County Zoning Code. Loading areas, including space necessary for maneuvering vehicles, shall not be located in the required 75-foot setback from abutting residential land use zones and shall not extend into required landscape areas. The Commission shall not approve a development plan which includes a loading area, unless it finds that the location will not result in a significant noise impact on adjoining residential uses.

DISCUSSION OF PROJECT IMPACTS

The project would introduce a new parking area on 1.8 acres of the subject parcel and is subject to standards of the NPA for addressing potential aesthetic impacts as outlined above. The proposed project meets the 75-foot setback along the southern property line adjacent to the single-family residences (mobile home park). A new 8-foot-high split face concrete block wall will be located along the southern property line adjacent to the single-family residences (mobile home park).

A double row of 35-foot-tall trees planted every 30-feet on-center with 5-gallon shrubs planted within the first row are proposed along the southern property line (Plate IS-5). The following trees are proposed: Interior Live Oak, Incense Cedar, and Bay Laurel. The proposed project is consistent with the 52nd Avenue Industrial regulations designed to reduce aesthetic impacts. Impacts are ***less than significant***.

LIGHTING

ZONING CODE CONSISTENCY

This project is subject to the regulations of the Sacramento County Zoning Code Section 5.9.4.G.:

1. Pursuant to Section 5.9.4.G. of the Zoning Code, the requirements for parking area lighting within proposed parking lots includes:

    1. Lighting shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed downward and away from adjoining properties and public right-of-way, so that no light fixture directly illuminates an area outside of the site, and the light source is not visible from residential properties.

    2. The minimum lighting level shall be one (1) foot-candle of maintained illumination on the parking surface during the hours of use between one-half (1/2) hour before dusk and one-half (1/2) hour after dawn.

    3. According to Figure 5-15 (shielding provisions for outdoor lighting) in the Zoning Code, light poles are limited to 18-feet in height when located on non-residential property abutting residential property. However, the light poles not abutting residential property have a height limit of 24-feet.

The 52nd Avenue NPA also includes the following development standard related to lighting: Section 530-33(g): Lighting. No unshielded reflectors, spotlights, floodlights, or other sources of illumination shall be located and directed such that they shine or are directly visible from adjacent residential property.

Adjacent residential uses are considered to be light-sensitive because they are typically occupied during the evening hours. Artificial light sources can be potentially invasive and interfere with residential privacy by intruding into an individual's living environment, disrupting evening views and potentially changing neighborhood character.

Artificial light impacts are of two types: (1) aesthetics and (2) exposure. Light aesthetics refers to the viewer's general aesthetic perception of light sources and their environment and focuses on the visual changes, which take place as seen by an individual. Light exposure refers to the quantity of light or light intensity, emitted by light sources and received by an individual. Light aesthetics and light exposure are each evaluated using different criteria, as described later in this Section.

Light aesthetics are evaluated based on the following criteria:

- Proximity to light sources (i.e., a lit area within close proximity to a certain location would have a greater impact upon that location than a lit area further away); and
- Changes in large areas from unlit to lit conditions.

Glare is a lighting condition that causes an observer to experience visual discomfort as a result of high brightness. Lighting may also result in nighttime glare.

DISCUSSION OF PROJECT IMPACTS

The area of the parking lot typically determines the height of the light poles. In densely populated areas, shorter light poles will ensure that glare does not become an issue, but more light poles are required in order to offer adequate coverage. However, taller and fewer light poles can achieve the same uniformity without the concern of glare due to less public interaction.

According to Figure 5-15 (shielding provisions for outdoor lighting) in the Sacramento County Zoning Code, light poles are limited to 18-feet in height when located on non-residential property abutting residential property. However, the light poles not abutting residential property have a height limit of 24-feet. The closest light poles to the residential property (mobile home park) will have a maximum height of 18-feet. It is assumed the remainder of the proposed light poles will be a maximum of 24-feet high where the portion of the property does not back up to the mobile home park. One (1) mobile home backs up to the southern property line and two (2) mobile homes are separated from the southern property line by a private road (Nancy Lane).

. The residential property adjacent to the subject parcel is a mobile home park located in the City of Sacramento.. The southern 75-feet of the project site will not be

developed in compliance with Section 530-83 of the NPA. The average distance from the single-family homes to the proposed light standards on the subject property is 80±-feet. In addition, an 8-foot-high split face block concrete wall and a double row of 35-foot-tall trees with shrubs is proposed along the southern property line (Plate IS-5). The project will maintain the required setback from the mobile home park, pursuant to the NPA development standards. . The 8-foot-high concrete masonry wall and 75-foot buffer with landscaping will visually and audibly buffer the truck parking lot and associated lighting from the adjacent residential neighborhood. Compliance with Zoning Code Section 5.9.4.G. will ensure the impact of light and glare to the surrounding residential homes and impacts are ***less than significant***.

TRANSPORTATION/TRAFFIC

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

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

VMT ANALYSIS

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

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

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

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

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

Table IS-1: Screening Criteria for CEQA Transportation Analysis

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

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

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

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

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

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

VMT: DISCUSSION OF IMPACTS

Projects that are within VMT efficient areas (area that produces VMT equal to or less than the average regional VMT) are considered to have a less than significant VMT impact. The Sacramento Area Council of Governments (SACOG) Work VMT Screening Map shows the project site is located in a VMT efficient area. Thus, a VMT analysis is not required for the project and impacts related to VMT are ***less than significant***.

AIR QUALITY

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

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

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-3). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-4).

Table IS-2: 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-3: SMAQMD Significance Thresholds

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

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

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

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

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

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

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

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

4. Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). This BMP focuses on non-residential land use projects (retail and industrial) that would attract these vehicles. The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board's website: http://ww2.arb.ca.gov/capp-resource-center/heavy-duty-diesel-vehicle-idling-information.

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

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

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

CONSTRUCTION PARTICULATE MATTER EMISSIONS

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

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

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

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

The project site is less than 35 acres (6.22 acres of existing development and 1.8 acres proposed for the parking lot) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or, import or export of soil materials requiring a considerable amount of haul truck activity. The project will require a minimal amount of grading, trenching, and excavation for the proposed truck parking lot expansion area and retention basin. Thus, the project falls below the SMAQMD Guide screening criteria for PM_{10} and $PM_{2.5}$.

The SMAQMD Guide includes a list of Basic Construction Emissions Control Practices that should be implemented on all projects, regardless of size. Dust abatement practices are required pursuant to SMAQMD Rule 403 and California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485; the SMAQMD Guide simply lays out the basic practices needed to comply. These requirements are already required by existing rules and regulations, and have also been included as mitigation.

CONSTRUCTION OZONE PRECURSOR EMISSIONS (NO_X)

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

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;

- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; or,
- Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

CONSTRUCTION EMISSIONS CONCLUSION

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical, as shown above. As noted, the project site is less than 35 acres (1.80 acres for the proposed parking lot) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; or, import or export of soil materials requiring a considerable amount of haul truck activity. 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 proposed project consists of the expansion of an existing parking lot area with 18 new truck parking stalls and will not be increasing building square footage. Through CalEEMod analysis (Appendix D), it was determined that the project will generate negligible operational emissions because there is not an expansion of the facility, and the parking area will be utilized for trailer storage. Thus, the proposed project is below these screening thresholds. Impacts related to operational emissions are ***less than significant***.

CONCLUSION

The project will not exceed emissions significance thresholds during the operational period. Since the emissions of the proposed project are significantly below the operational thresholds adopted by SMAQMD listed in Table IS-4, impacts to Air Quality are anticipated to be ***less than significant.***

TOXIC AIR CONTAMINANTS

The CARB indicates that one of the highest public health priorities is the reduction of diesel particulate matter generated by vehicles on California's highways, as it is one of the primary toxic air contaminants (TAC). Other potential TAC generators within the County of Sacramento are associated with specific types of facilities, such as dry cleaners, gas stations, and chrome plating facilities, and are the focus of CARB's control efforts.

SMAQMD and the County have not established a quantitative threshold of significance for construction-related TAC emissions. Therefore, SMAQMD recommends that lead agencies address this issue on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and its proximity to off-site receptors.

DISCUSSION OF PROJECT IMPACTS

The project does not propose a change to the baseline operational use of the site. The site is an existing cold storage facility. The project is proposing the expansion of an existing truck parking lot with 18 new spaces. The proposed project improvements are for trailer parking. Thus, no idling will occur within the expanded asphalt parking lot area. The limits of truck delivery loading will remain unchanged at the existing parking lot located at the eastern end of the site, away from the existing residences (mobile home park).

The CARB guidelines indicate TAC are of primary concerns around large volume truck distribution centers, utilizing 100 or more trucks per day or more than 40 trucks with operating refrigeration units per day. Long hauler trucks have the potential of negatively affecting sensitive receptors due to trucks idling in the parking lot. The project has been designed such that truck delivery loading will remain unchanged and utilize the eastern portion of the subject property, while the southern side closest to existing residents, will only be used for trailer parking. The project will implement a 75± setback consisting of the proposed retention basin consistent with the NPA requirements. The site has been designed such that truck delivery loading would remain approximately 380 feet away from the nearest residences (mobile home park), and an eight-foot-high split-face concrete block masonry wall will be located along the southern property line. See Plate IS-6, Project Location Map, to illustrate the spatial relations between the proposed project and the adjacent mobile home park residential uses. Additionally, the project will not exceed operational air quality and greenhouse gas emission thresholds per the CalEEMOD analysis (see Table IS-6 above).

SMAQMD provided comments on the project specific to truck parking adjacent residential uses, indicating that the project should follow best practices for vegetation barriers to reduce air pollution exposure where sensitive receptors (in this case, residential homes) are located near sources of toxic air contaminants (diesel trucks using the parking lot). The document is tailored for situations near roadways, but the concepts can easily be applied to this project. The document provides guidelines for evaluating a potential vegetation barrier site, gives planting and species recommendations appropriate to the Sacramento region. New landscaping will be installed, providing a buffer between existing residences and the proposed truck parking lot expansion area (see Plate IS-5). The landscape buffer will consist of a double row of 35-foot-tall trees with shrubs. All of the trees and shrubs proposed for planting are listed in SMAQMD's Landscape Guidance for Improving Air Quality Near Roadways.

CONCLUSION

The project does not change the existing operational functions of the project site, in that commercial truck vehicles will continue to be located on the eastern side of the property, away from adjacent residential uses. The parking lot expansion area will only be used for trailer parking. The project would also install an eight-foot high split face concrete block masonry wall and landscaping, which provide additional buffers between possible emissions on the project site and the adjacent residences. All landscaping proposed for planting is listed in SMAQMD's Landscape Guidance for Improving Air Quality Near Roadways. Impacts with regards to TACs are ***less than significant.***

Plate IS-6: Project Location Map

ODORS

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

DISCUSSION OF PROJECT IMPACTS

Odors that may be generated at the project site include exhaust emissions from the diesel trucks. Generally, these odors are only detectable on the project site and will readily dissipate. Additionally, no idling of trucks will occur within the expanded asphalt parking lot area. In accordance with SMAQMD Rules 448 and 449, vapor recovery systems would be required, if applicable to the project. These regulations relate to gasoline transfer into stationary storage containers and transfer of gasoline into vehicle fuel tanks. The project applicant shall be required to implement all standard regulatory measures, including any requirements from SMAQMD. Project impacts related to odors are considered ***less than significant***.

CRITERIA POLLUTANT HEALTH RISKS

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

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

HEALTH EFFECTS SCREENING

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

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD's Friant Guidance; October 2020). The air district thresholds considered in SMAQMD's Friant Guidance included thresholds from SMAQMD as well as the El Dorado County Air Quality Management District, the Feather River Air Quality Management District, the Placer County Air Pollution Control District, and the Yolo Solano Air Quality Management District. The highest allowable emission rates of NO_X, ROG, PM_{10}, and $PM_{2.5}$ from the five air districts is 82 pounds per day (lbs/day) for all four pollutants. Thus, the Minor Project Health Screening Tool is intended for use by projects that would result in emissions at or below 82 lbs/day, while the Strategic Area Project Health Screening Tool is intended for use by projects that would result in emissions between two and eight times greater than 82 lbs/day. The Strategic Area Project Screening Model was prepared by SMAQMD for five locations throughout the Sacramento region for two scenarios: two times and eight times the threshold of significance level (2xTOS and 8xTOS). The corresponding emissions levels included in the model for 2xTOS were 164 lb/day for ROG and NO_X, and 656 lb/day under the 8xTOS for ROG and NO_X (SMAQMD 2020).

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

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

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

mapping and only takes into account one of the main public health determinants (i.e., environmental influences).

DISCUSSION OF PROJECT IMPACTS: CRITERIA POLLUTANT HEALTH RISKS

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

Table IS-4: $PM_{2.5}$ 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	1.0	0.0056%	18419
Hospital Admissions, Asthma	0 - 64	0.075	0.069	0.0037%	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	0.00073%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000010	0.000088	0.0023%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0086	0.0080	0.0026%	308

Acute Myocardial Infarction, Nonfatal	45 - 54	0.021	0.020	0.0026%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.034	0.032	0.0026%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.11	0.0022%	5052
Mortality					
Mortality, All Cause	30 - 99	2.3	2.1	0.0047%	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-5: 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	0.088	0.071	0.00036%	19644
Emergency Room Visits, Asthma	0 - 17	0.48	0.41	0.0071%	5859

Emergency Room Visits, Asthma	18 - 99	0.74	0.64	0.0051%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.055	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.*

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

CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS

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

NOISE

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

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

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

COUNTY GENERAL PLAN NOISE ELEMENT

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

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

NO-5. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 (see Table IS-9). Where the noise level standards of Table 2 (see Table IS-9) are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 (see Table IS-6) standards within sensitive areas.

Table IS-6: Noise Element Table 2
Non-Transportation Noise Standards Median (L_{50})/Maximum (L_{max})

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

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

NO-6. Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 (see Table IS-6) 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-6) standards at the property line of the generating use in anticipation of the future neighboring development.

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

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.

DISCUSSION OF PROJECT IMPACTS

According to a Noise Workshop Manual prepared by Bollard & Brennan, Inc. dated February 8, 2005, average noise levels for single idling trucks generally range from 60 to 65 dB L_{eq} at a distance of 100 feet and maximum noise levels associated with heavy truck passages range from 70 to 75 dB L_{max} at a distance of 100 feet. Maximum noise levels generated by passages of medium duty delivery trucks range from 55 to 65 dB at a distance of 100 feet, depending on whether or not the driver is accelerating.

With the expansion of the parking lot, potential noise impacts from the project would be closer to the existing mobile home park at the southern boundary. As noted, there is an existing 250± foot setback from the southern property line, that will be reduced to 80± with the proposed project. An 8-foot-high split face block concrete wall and a double row of 35-foot-tall trees with shrubs is proposed along the southern property line, which can further reduce noise attenuation. The proposed parking lot expansion is for the parking and storage of truck trailers. No truck idling, loading, or delivery will occur within the parking lot expansion area.

An FHWA Moving Noise Attenuation Model was prepared for the proposed project. Due to no truck idling, loading, or delivery occurring within the proposed parking lot expansion area, the lowest known noise level for trucking operations was used in the model at 55 dB from a distance of 80 feet. The model projected noise level indicated 56.45 dB. With an additional 5 to 10 dB reduction due to the 8-foot-high block soundwall, the projected noise levels will be further reduced to meet County Noise Standards.

CONCLUSION

The expansion of the existing parking lot is for the parking and storage of truck trailers only. Potential noise impacts from the project are not expected to exceed County Noise Standards. The 8-foot-high split face block concrete wall and double rows of 35-foot-tall trees with shrubs along the southern property line will further reduce noise attenuation from the proposed expansion area. Project impacts related to noise are considered ***less than significant***.

HYDROLOGY AND WATER QUALITY

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

- Alter the existing drainage patterns in such a way that it causes flooding?
- Contribute runoff that would exceed the capacity of existing or planned stormwater infrastructure?
- Place structures in a 100-year floodplain that would cause substantial impacts as a result of impeding or redirecting flood flows?
- Expose people or structures to substantial loss of life, health, or property as a result of flooding?

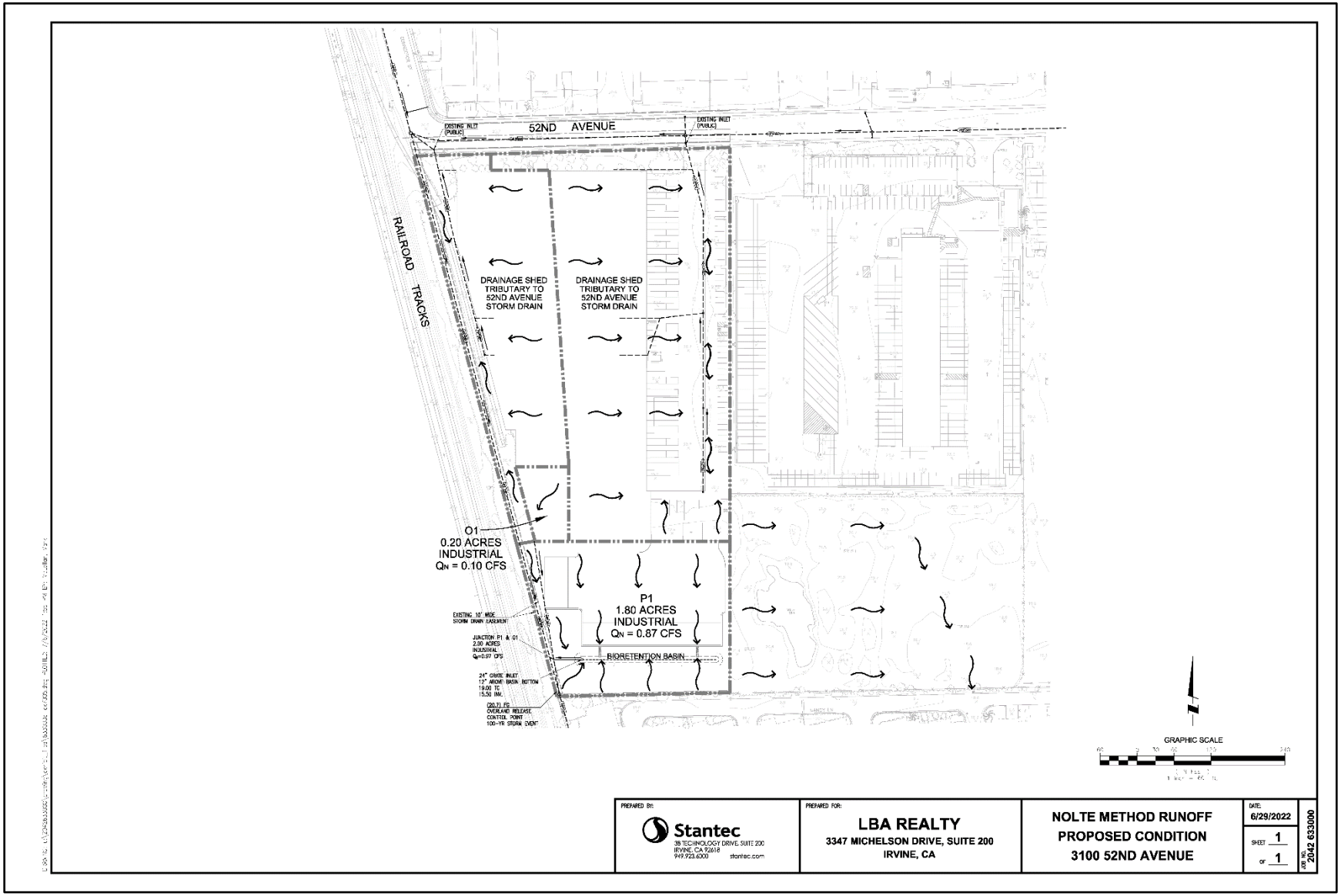
The project site is located within an area identified on the FEMA FIRM Panel Number 06067C0190H as "Zone X – Protected by Levee," which indicates the site is protected by levee from a 100-year flood. The project site is also located within the Morrison Creek watershed. The project site and surrounding area is not located within the local flood hazard zone but is located within the 200-year ULOP (Levee Protected and Non-Levee Protected). A preliminary Level 3 drainage study was prepared for the proposed project by Stantec (Appendix A).

According to the drainage study, the site's natural topography is relatively flat with a grade change of approximately three (3) feet. The surface gradient for the proposed parking lot expansion area will be uniform and slope in one direction. The existing 12-inch storm drain on-site will remain in place and continue to convey stormwater runoff from the existing building roof drain to the north. Proposed on-site storm drain infrastructure will connect to the existing 12-inch storm drain. Stormwater will sheet flow across the parking lot and will be intercepted by curb and gutter, which will convey the stormwater to the bioretention basin (see Plate IS-7: Proposed Drainage Condition exhibit). The outlet pipe from the bioretention basin will connect to the existing 12-inch storm drain system on-site. The bioretention basin will treat the required amount of stormwater while allowing higher stormwater flow rates to bypass treatment. The bioretention basin will have a 24-inch square inlet with the inlet grate elevated 12-inches above the basin bottom. The inlet will intercept and allow the higher flow rates to bypass treatment. The treated stormwater will be intercepted by perforated pipe within the basin's gravel layer and conveyed to the invert of the grated inlet. The drainage

study concluded the proposed project and existing site conditions are well above the ponding water surface elevation expected to occur on-site during a 100-year storm event. Thus, the maximum flooding depth possible within the parking area expansion is less than 1 foot.

The proposed project and associated drainage study were reviewed by the County Department of Water Resources (DWR) for issues related to drainage on the project site and onto neighboring properties. DWR staff (Mezentsev) determined that the preliminary drainage study meets County requirements and demonstrates the project would not cause excess runoff to downstream and upstream properties. Conditions of approval for the project include a request for a more detailed (Level 4) drainage study for review and approval by DWR prior to submission of improvement and grading plans. A Level 4 drainage study is typically a refined planning level analysis that provides more detailed design information. No new drainage impacts are identified at this level of analysis. The project will also be subject to the County Improvement Standards, the Water Agency Code, and the Floodplain Management Ordinance. Additionally, conditions of approval are included that require fencing or walls along western/eastern project boundaries to be designed so that off-site runoff drains along these boundaries. Fencing or walls proposed along the southern project boundary adjacent to residential will be required to be designed so that on-site runoff does not drain from the project site. With DWR's review and conditions, project impacts related to drainage are ***less than significant***.

Plate IS-7: Proposed Drainage Condition Exhibit



WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

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

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

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

Applicable projects applying for a County grading permit must show proof that a WDID# has been obtained and must submit a copy of the SWPPP. Although the County has no

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

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

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

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

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

OPERATION: STORMWATER RUNOFF

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

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

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

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

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

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

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

BIOLOGICAL RESOURCES

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

- Have a substantial effect on a special status species, sensitive habitat, or protected wetland?

- If it would interfere substantially with the movement of wildlife? or;

- If it would conflict with applicable ordinances, policies, or conservation plans?

SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN (SSHCP)

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

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

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

The proposed project is in the Urban Development Area (UDA) and considered a covered activity in the SSHCP; therefore, the Project must comply with the provisions of the SSHCP and associated permits. The proposed project's design and construction must comply with all SSHCP requirements including SSHCP avoidance and minimization measures (AMMs). The SSHCP is a habitat-based plan in which mitigation fees are based on impacts to habitat or land cover rather than impacts to individual species. The analysis contained below addresses the applicability of the SSHCP, and mitigation has been designed to comply with the SSHCP.

CONSISTENCY WITH THE SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN

The baseline mapping for the SSHCP land covers is illustrated in Plate IS-8 and Table IS-10. The land cover types outlined in the baseline map are an interpretation of habitat based on remote sensing analysis over a number years prior to adoption of the SSHCP. Therefore, these land cover types are intended to serve as a guide as to what may be present on the project site and are intended to be updated. During the local impact authorization process, these land cover types will be refined, and calculation of project mitigation impact fees will be based on project specific survey and wetland delineation data. Plate IS-8 and Table IS-10 indicate the land cover habitat types the County has on record.

A Biological Resource Survey and Report was prepared by Stantec dated July 29, 2022 (Appendix B). A field survey of the project site was conducted on June 24, 2022. The entire property was surveyed on foot and reviewed for habitat types and suitability to

support special-status species. The field survey included a biological habitat assessment and an aquatic resources delineation. Observations recorded during the field survey illustrated that the project site was highly disturbed but illustrated an assortment of annual grasses and several ornamental trees characterized as Valley Grassland habitat. The report concluded seven (7) covered SSHCP species have the potential to occur on-site based upon the modeled habitat: tricolored blackbird, Swainson's hawk, western burrowing owl, loggerhead shrike, Northern harrier, white-tailed kite, and American badger. The County baseline map land cover habitat types were confirmed with the presence of valley grassland noted in Biological Report.

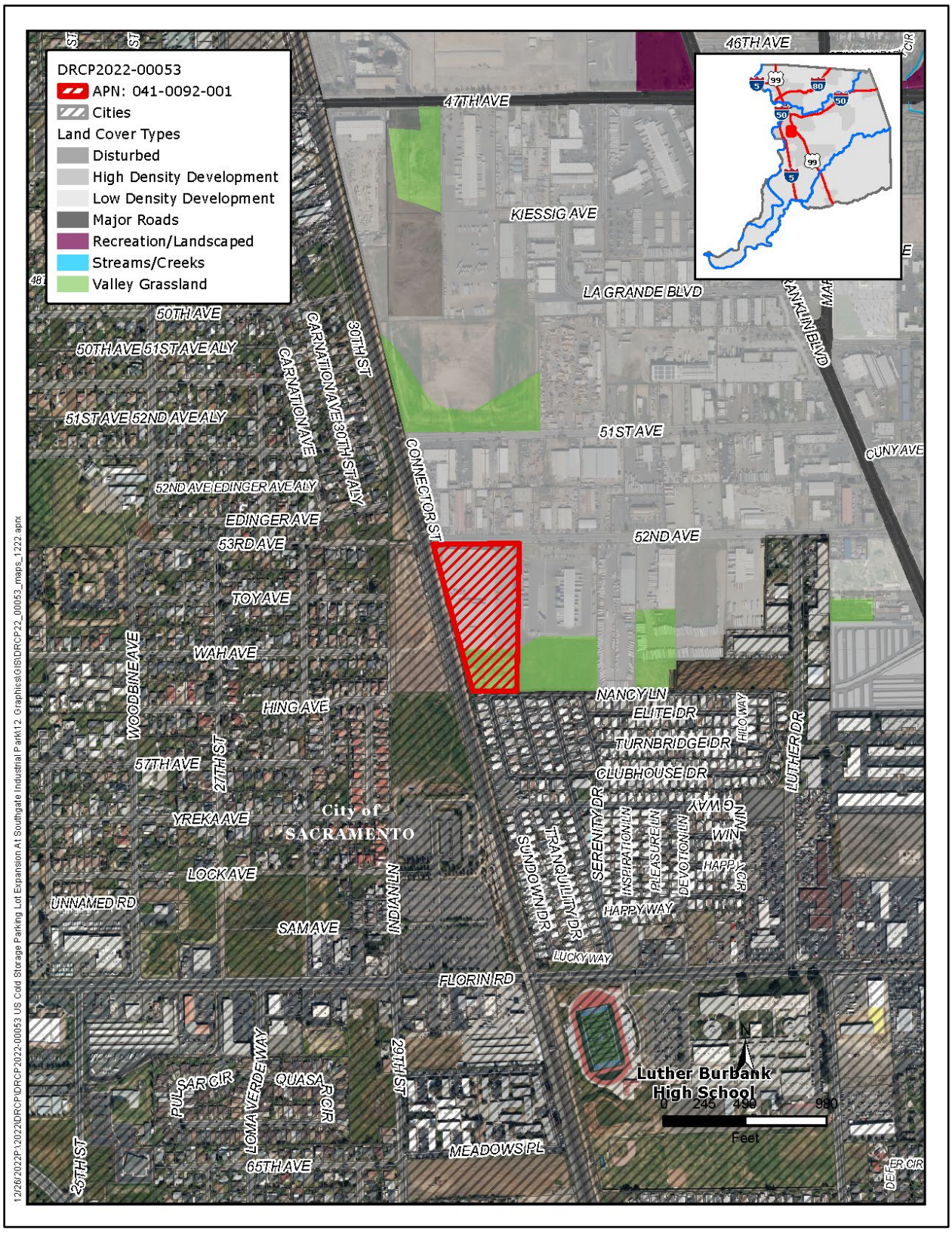
Table IS-7: SSHCP Landcover Types and Acreages

SSHCP Landcover Type	Acres
High Density Development	6.22
Valley Grassland	1.76
Note: Landcover types and acreages are subject to ground truthing and further refinement upon submittal of the SSHCP Authorization application and supporting materials.	

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

Upon submittal of an SSHCP Authorization application, final acreages will be determined during the permitting process. The applicant will be required to obtain a signed SSHCP authorization form from the Environmental Coordinator for potential impacts to terrestrial habitats. During the local impact authorization process, impact fees will be calculated utilizing the updated land cover data, as submitted with the SSCHP Authorization application. The project will comply with the requirements of the SSHCP, including adherence to the Avoidance and Minimization Measures (Appendix C), as well as payment of fees to support the overall SSHCP Conservation Strategy. The project is consistent with, and aids in the goals set forth in the proposed SSHCP. Impacts with regards to consistency with the proposed SSHCP are ***less than significant with mitigation***.

Plate IS-8: SSHCP Baseline Land Cover Types



SPECIAL STATUS SPECIES

REGULATORY SETTING

The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. In 1984, the State of California enacted a similar law, the California Endangered Species Act (CESA), to protect species identified and listed by the California Fish and Wildlife Commission as endangered or threatened with extinction.

The state and federal Endangered Species Acts are intended to operate in conjunction with the California Environmental Quality ACT (CEQA) and the National Environmental Policy Act (NEPA) to help protect ecosystems that endangered and threatened species depend upon. The United States Fish and Wildlife Service (USFWS) is responsible for implementation of the FESA while CDFW implements the CESA.

Accidental or intentional killing of a threatened or endangered species is labeled "take". "Take" is defined as "to harass, harm, pursue, hunt, shoot, would, kill, trap, capture, or collect" any threatened or endangered wildlife species. Take may include significant habitat modification or degradation and is applied to threatened and endangered plant species as well.

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

The SSHCP land cover type data from the Biological Resource Survey and Report (Appendix B) indicates that the project site contains 1.76 acres of Valley Grassland. As previously discussed, the exact acreage of land cover type is subject to ground-truthing and verification during the SSHCP permit authorization process. The species discussions below focus on those special status species that have probability to occur with the valley grassland land cover habitat requirements on-site or in the vicinity.

SWAINSON'S HAWK

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

Swainson's hawks feed primarily upon small mammals, birds, and insects. Their typical foraging habitat includes native grasslands, alfalfa, and other hay crops that provide

suitable habitat for small mammals. Certain other row crops and open habitats also provide some foraging habitat. The availability of productive foraging habitat near a Swainson's hawk's nest site is a critical requirement for nesting and fledgling success. In central California, about 85% of Swainson's hawk nests are within riparian forest or remnant riparian trees. CEQA analysis of impacts to Swainson's hawks consists of separate analyses of impacts to nesting habitat and foraging habitat.

The CEQA analysis provides a means by which to ascertain impacts to the Swainson's hawk. When the analysis identifies impacts, mitigation measures are established that will reduce impacts to the species to a less than significant level. Project proponents are cautioned that the mitigation measures are designed to reduce impacts and do not constitute an incidental take permit under the California Endangered Species Act (CESA). Anyone who directly or incidentally takes a Swainson's hawk, even when in compliance with mitigation measures established pursuant to CEQA, may violate the California Endangered Species Act.

NESTING BIRDS OF PREY

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

Raptors within the Sacramento region include tree-nesting species such as the red-tailed hawk and red-shouldered hawk, as well as ground-nesting species such as the northern harrier. The following raptor species are identified as "special animals" due to concerns over nest disturbance: Cooper's hawk, sharp-shinned hawk, golden eagle, northern harrier, and white-tailed kite.

To avoid impacts to nesting raptors, mitigation involves pre-construction nesting surveys to identify any active nests and to implement avoidance measures if nests are found – if construction will occur during the nesting season of March 1 to September 15. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting raptors, potentially resulting in nest abandonment or other harm to nesting success. If nests are found, the developer is required to contact California Fish and Wildlife to determine what measures need to be implemented in order to ensure that nesting raptors remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural

screening. If no active nests are found during the focused survey, no further mitigation will be required.

DISCUSSION OF PROJECT IMPACTS

According to the Biological Resource Survey and Report (Appendix B), the ornamental trees on-site provide limited nesting habitat for SSHCP raptor species such as Swainson's Hawk, loggerhead strike, and white-tailed kite. No nesting birds, common or special-status, were observed on the project site during the time of the biological surveys. The CNDDB's nearest occurrence of nesting Swainson's hawks is approximately 1.14 miles west of the site. Special-status birds may fly over the area on occasion, but none would be expected to use the habitat on-site on more than an occasional or transitory basis. Nesting surveys are warranted due to the potential nesting habitat in mature trees on site and in the project vicinity. Participation in the SSHCP will ensure that project impacts are ***less than significant with mitigation.***

BURROWING OWL

According to the California Fish and Wildlife life history account for the species, burrowing owl (*Athene cunicularia*) habitat can be found in annual and perennial grasslands, deserts, and arid scrublands characterized by low-growing vegetation. Burrows are the essential component of burrowing owl habitat. Both natural and artificial burrows provide protection, shelter, and nesting sites for burrowing owls. Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also use human-made structures such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owls are listed as a California Species of Special Concern due to loss of breeding habitat.

Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Breeding season is generally defined as spanning February 1 to August 31 and wintering from September 1 to January 31. Occupancy of suitable burrowing owl habitat can be verified at a site by detecting a burrowing owl, its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance. Burrowing owls exhibit high site fidelity, reusing burrows year after year.

According to the California Fish and Wildlife "Staff Report on Burrowing Owl Mitigation" (March 2012), surveys for burrowing owl should be conducted whenever suitable habitat is present within 500 feet of a proposed impact area; this is also consistent with the "Burrowing Owl Survey Protocol and Mitigation Guidelines" published by The California Burrowing Owl Consortium (April 1993). Occupancy of burrowing owl habitat is confirmed whenever one burrowing owl or burrowing owl sign has been observed at a burrow within the last three years.

The California Fish and Wildlife Staff Report on Burrowing Owl Mitigation indicates that the impact assessment should address the factors which could impact owls, the type and duration of disturbance, the timing and duration of the impact, and the significance of the impacts. The assessment should also take into account existing conditions, such as the visibility and likely sensitivity of the owls in question with respect to the

disturbance area and any other environmental factors which may influence the degree to which an owl may be impacted (e.g. the availability of suitable habitat).

DISCUSSION OF PROJECT IMPACTS

According to the Biological Resource Survey and Report (Appendix B), no suitable burrows were observed on the project site. However, the project site is considered potential habitat for burrowing owl due to SSHCP Valley Grassland Land Cover Type. The nearest occurrence of nesting burrowing owls in the California Natural Diversity Database (CNDDB) search area is approximately 0.21 miles north of the project site. If project construction occurs during the nesting season, mitigation is required for burrowing owl surveys. With participation in the SSHCP, project impacts related to burrowing owls are ***less than significant with mitigation***.

CONCLUSION

The Biological Resource Survey and Report (Appendix B) concluded that based upon the survey results and mitigation guidelines outlined in the SSHCP, AMMs are applicable to the project site for several species with potential to occur on-site, including tri-colored blackbird, Swainson's hawk, western burrowing owl, and nesting raptor species. The American Badger is unlikely to occur on-site, and specific AMMs related to this species were not included, other than AMMs for general species. SSHCP AMMs include mitigation for Swainson's Hawks, nesting raptors, and western burrowing owl. Participation in the SSHCP and compliance with the SSHCP AMMs (Appendix C) will ensure that project impacts to special status species are ***less than significant with mitigation.***

NON-NATIVE TREES AND TREE CANOPY

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

> CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.
>
> CO-146. If new tree canopy cannot be created on-site to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.
>
> CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.
>
> CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

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

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

PROJECT TREE SETTING

A total of 12 non-native trees are located within the project area, the majority of which are located along the southern property line boundary adjacent to the mobile home park. Non-native tree species consist of Chinese Fire Thorn, Monterey Pine, Velvet Ash, Scarlett Fire Thorn, Olive, and Torey Pine. See Plate IS-5 for the specific location of all trees inventoried. See Table IS-11 for the listing of all trees inventoried. Seven (7) of the 12 non-native trees inventoried will be removed due to the development of the proposed project. Of the seven (7) non-native trees proposed for removal, the trees range in individual canopy size from 116 to 870 square feet.

County Planning and Environmental Review (PER) staff calculated the tree canopy for individual non-native trees proposed for removal from aerial photos of the site. Total non-native tree canopy loss on-site due to the proposed removal of seven (7) non-native trees will be approximately 2,213 square feet. To compensate for the loss of non-native tree canopy, tree plantings consistent with General Plan policy CO-145 will be required. This will be accomplished by planting enough trees from the County's approved landscape tree list so that planted trees yield an equivalent amount of canopy utilizing the 15 year shade values. Mitigation will require either on-site replanting of non-native trees to the greatest extent feasible, or payment into the Greenprint program.

The preliminary landscape plan exhibit indicates that the total project tree planting (canopy replacement) will be approximately 27,898 square feet, which is well over the square footage amount proposed for removal. The preliminary landscape plan is also in compliance with Policy EJ-23. The onsite landscaping requirements will more than offset the equivalent mitigation requirements for non-native tree canopy replacement. Impacts associated with non-native tree canopy removal are ***less than significant.***

Table IS-8: Non-Native Trees On-site/Off-site

Tree #	Common Name	Action	Mitigation
1	**Chinese Fire Thorn**	**Proposed for Removal**	**345 sq. ft. replacement canopy loss**
2	**Chinese Fire Thorn**	**Proposed for Removal**	**345 sq. ft. replacement canopy loss**
3	Monterey Pine (Off-site)	Protect in Place	None
4	**Chinese Fire Thorn**	**Proposed for Removal**	**125 sq. ft. replacement canopy loss**
5	Monterey Pine (Off-site)	Protect in Place	None
6	Monterey Pine (Off-site)	Protect in Place	None
7	**Velvet Ash**	**Proposed for Removal**	**870 sq. ft. replacement canopy loss**
8	**Scarlett Firethorn**	**Proposed for Removal**	**116 sq. ft. replacement canopy loss**
9	**Olive**	**Proposed for Removal**	**206 sq. ft. replacement canopy loss**
10	Torey Pine (Off-site)	Protect in Place	None
11	**Olive**	**Proposed for Removal**	**206 sq. ft. replacement canopy loss**
12	**Perennial Grass (Giant Reed)**	**Proposed for Removal**	**None**
Total Required = 2,213 square feet of canopy replacement **Total Proposed Tree Planting (canopy replacement) = 27,898± square feet**			

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY BACKGROUND

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

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

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

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

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

[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.

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. 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-3. 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-12.

Table IS-9: SMAQMD Thresholds 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 project GHG emissions were calculated using CalEEMod, version 2020.4.0 (see Appendix D). PER Staff conducted air quality modeling related to GHG emissions using CalEEMOD, which is reported in Tables IS-10 and IS-11 (see Appendix D). 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-5 in the Air Quality section illustrates the specific construction-generated GHG emissions that would result from construction of the project.

As shown in Table IS-5, project construction would result in the generation of approximately 26.1 metric tons of CO_2e during construction. Once construction is complete, the generation of these GHG emissions would cease. Annual construction emissions generated by the development would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO_2e. The project is within the

screening criteria for construction related impacts related to air quality. Therefore, construction related GHG impacts are considered ***less than significant***.

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

Operation of the project would result in GHG emissions predominantly associated with energy use. Table IS-6 in the Air Quality section summarizes all the direct and indirect annual GHG emissions level associated with the project. As shown in Table IS-6, the project would produce 11.8 metric tons of CO2e annually, primarily from energy use of the expansion area. This energy use is associated with electricity for the parking lot lighting. The project would not be subject to the Cal Green Tier 2 parking standards, as the project does not propose new buildings or structures. The new parking spaces would be utilized by trailers for storage, and thus not be utilized by vehicles that would benefit from electric vehicle charging.

The proposed project screens out for GHG emissions based upon the SMAQMD Operational Screening Levels and as illustrated in Tables IS-10 and IS-11. The operational emissions associated with the project are less than 1,100 MT of CO_2e per year. SMAQMD's operational GHG thresholds guidelines address a range of residential and commercial uses. SMAQMD clarifies that industrial projects are relatively unique and should be evaluated on a case-by-case basis. The majority of GHG emissions associated with the project would be from energy use. Site lighting would rely solely on electrical power. The project does not include any buildings, and therefore, would not utilize natural gas for heating or power. No additional trips would be generated as the project itself is not altering the existing use of the business. Project impacts from GHG emissions are ***less than significant*** and will not require mitigation due to the reasons noted above.

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: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

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

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

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

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

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

MITIGATION MEASURE B: PARTICIPATION IN THE SSHCP

To compensate for impacts to approximately 1.76 acres of Valley Grassland and potential impacts associated with Swainson's Hawk, western burrowing owl, and nesting raptors, the applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (Appendix B), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction.

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

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

1. **Unanticipated human remains**. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.
2. **Unanticipated cultural resources**. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the

Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.
b. If a potentially-eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

MITIGATION MEASURE 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 $3,100.00. This fee includes administrative costs of $1,103.00.

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

INITIAL STUDY CHECKLIST

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

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. **LAND USE** - Would the project:					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with the environmental policies of the Sacramento County General Plan, South Sacramento Community Plan, 52nd Avenue Neighborhood Preservation Area (NPA), and Sacramento County Zoning Code. A less than significant impact will result. Refer to the Land Use discussion in the Environmental Effects section above.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community. A less than significant impact will result.
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 proposal is consistent with existing land use designations. A less than significant impact will result.
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing. No impact will occur.
3. **AGRICULTURAL RESOURCES** - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils. No impact will occur.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production. The site is located within an urbanized area (Southgate Industrial Park). No impact will occur.
4. **AESTHETICS -** Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?			X		The project does not occur in the vicinity of any scenic highways, corridors, or vistas. The project is located in the South Sacramento community, which does not have any scenic corridors or vistas in the project area. A less than significant impact will result.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area. No impact will occur.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity. A less than significant impact will result. Refer to the Aesthetics discussion in the Environmental Effects section above.
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 within the parking lot expansion area, but will not result in safety hazards or adversely affect day or nighttime views in the area. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
5. **AIRPORTS -** Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?			X		A portion of the project site (northwest corner) is located within the Overflight Zone for the Sacramento Executive Airport. This portion of the project site is not located within the buildable area of the proposed project. Thus, the project occurs outside of any identified public or private airport/airstrip safety zones. A less than significant impact will result.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?			X		A portion of the project site (northwest corner) is located within the Overflight Zone for the Sacramento Executive Airport. This portion of the project site is not located within the buildable area of the proposed project. Thus, the project occurs outside of any identified public or private airport/airstrip safety zones. A less than significant impact will result.
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.
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 project will not result in increased demand for water supply. A less than significant impact will result.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The project will not require wastewater services. No impact will occur.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?				X	The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities. No impact will occur.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines may be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service. A less than significant impact will result.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services. No impact will occur.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services. No impact will occur.
7. **TRANSPORTATION** - Would the project:					

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 truck parking lot itself is not increasing trip generation. 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.
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 project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. A less than significant impact will result.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?		X			See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors affecting a substantial number of people. Refer to the Air Quality Discussion, Odors Section, in the Environmental Effects Section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
9. **NOISE -** Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. Refer to the Noise Discussion in the Environmental Effects Section above.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). A less than significant impact will result.
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary. A less than significant impact will result.
10. **HYDROLOGY AND WATER QUALITY** - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use. A less than significant impact will result.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project is within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map (Flood Zone X – Protected by Levee). The Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards require that the project be located outside or above the floodplain, and will ensure that impacts are less than significant. 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		Although the project is within a 100-year floodplain, compliance with the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?			X		The project is located in an area subject to 200-year urban levels of flood protection (ULOP). Refer to the Hydrology discussion in the Environmental Effects section above. A less than significant impact will result.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality. A less than significant impact will result.
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.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?			X		The project is not located on an unstable geologic or soil unit. 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. However, the proposal (parking lot expansion for trucks) is not expected to require connections to the existing sewer system. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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			The project site contains possible suitable habitat for Swainson's Hawk, western burrowing owl, and nesting raptors. Mitigation (AMMs) is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?		X			According to the SSHCP land cover type, the project site contains 1.76 acres of suitable habitat (Valley Grassland). Mitigation is included to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?			X		No protected surface waters are located on or adjacent to the project site. A less than significant impact will result.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		With applicable avoidance and minimization measures outlined in the SSHCP, the project is consistent with local policies/ordinances protecting biological resources. A less than significant impact will result.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?		X			The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). The project will need to comply with the applicable avoidance and minimization measures outlined in the SSHCP. Refer to the Biological Resources discussion in the Environmental Effects section above.
13. **CULTURAL RESOURCES -** Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No historical resources would be affected by the proposed project. A less than significant impact will result.
b. Have a substantial adverse effect on an archaeological resource?			X		An archaeological survey was conducted on the project site. . Standard unanticipated discovery mitigation is included so that a less than significant impact will result.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 been identified in the project area. Standard unanticipated discovery mitigation is included so that 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 not involve the transport, use, and/or disposal of hazardous material. A less than significant impact will result.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material. A less than significant impact will result.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project does not involve the use or handling of hazardous material. A less than significant impact will result.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		The project is not located on a known hazardous materials site. A less than significant impact will result.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan. A less than significant impact will result.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will expand an existing parking lot for truck parking and increase energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements. 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 project meets the SMAQMD screening criteria for less than significant impacts as it relates to GHG. Refer to the Greenhouse Gas Discussion in the Environmental Effects section above.
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. A less than significant impact will result.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	**Current Land Use Designation**	**Consistent**	**Not Consistent**	**Comments**
General Plan	Intensive Industrial	X		
Community Plan	M-1 (Light Industrial) and NPA (Neighborhood Preservation Area)	X		South Sacramento

Land Use Zone	M-1 (Light Industrial) and NPA (Neighborhood Preservation Area)	X		Development Plan Review required for the proposed project to comply with the Neighborhood Preservation Area (NPA).

INITIAL STUDY PREPARERS

Environmental Coordinator: Julie Newton

Associate Environmental Analyst: Carol Gregory

Office Manager: Belinda Wekesa-Batts

Administrative Support: Justin Maulit

APPENDICES

Appendix A: Drainage Study for 3100 52nd Avenue – Parking Lot Expansion Level 3 Analysis, Stantec, July 6, 2022.

Appendix B: Biological Resource Survey and Report for the 3100 52nd Avenue Truck Parking Lot Expansion Project (Assessor's Parcel Number: 041-0092-001), Stantec, July 29, 2022.

Appendix C: South Sacramento Habitat Conservation Plan (SSHCP) Avoidance and Minimization Measures (AMMs).

Appendix D: CalEEMOD Report for Annual and Summer GHG Emissions prepared by Planning and Environmental Review dated September 28, 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=8379&communityID=13

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