Todd Smith, Planning Director
Planning and Environmental Review

Troy Givans, Director
Department of Community Development

County of Sacramento

Mitigated Negative Declaration

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

1. **Control Number:** PLNP2021-00275

2. **Title and Short Description of Project:** Maverik Gas Station and Convenience

The proposed Maverik Gas Station and Convenience Store Project consists of developing a convenience store with fuel sales, including diesel fueling for heavy commercial vehicles, and a shared 'bypass' road, on a 4.51-acre, undeveloped site located at the northwest corner of South Watt Avenue and Jackson Road.

The project consists of the following planning entitlement requests:

1. A Conditional Use Permit (UPB) from the Board of Supervisors for a new auto service station per SZC§3.2.5, Table 3.1.
2. A Special Development Permit (SPP) to authorize 120% of the maximum cumulative sign area, to 150 square feet (sf) from 125 sf, per SZC§5.10.5.A.3.a.
3. A Boundary Line Adjustment (BLR) to expand the boundaries of an existing lot, which as proposed would result in a 3.81-acre Parcel 'A' (from 6.58 acres) to accommodate all proposed development, and an 8.99-acre Parcel 'B' (from 8.12 acres), and an 83.63-acre Parcel 'C' (from 81.73 acres).
4. An Abandonment (ABB) of a public road and public utility easements for a never-realized portion of Manlove Road.
5. A Development Plan Review (DRS-major) to ensure compliance with the standards of the SZC Title V, Cordova Industrial Uses Neighborhood Preservation Area, § 530-23 Development Plan Review and the Countywide Design Guidelines.

3. **Assessor's Parcel Number:** 063-0011-054, 074-0010-069, 078-0201-018, 078-0201-019

4. **Location of Project:** The project site is located at the northwest corner of the intersection of Jackson Road and South Watt Avenue, in the Cordova community.

5. **Project Applicant:** Maverik, Inc.

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

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

8. The attached Initial Study has been prepared by the Sacramento County Planning and Environmental Review Division in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Planning and Environmental Review Division at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141.

Julie Newton

Digitally signed by Julie Newton
DN: cn=Julie Newton, o=Sacramento County, ou, email=newtonju@saccounty.net, c=US
Date: 2024.03.28 08:35:00 -07'00'

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2021-00275

NAME: Maverik Gas Station and Convenience

LOCATION: The project site is located at the northwest corner of the intersection of Jackson Road and South Watt Avenue, in the Cordova community.

ASSESSOR'S PARCEL NUMBERS: 063-0011-054, 074-0010-069, 078-0201-018, 078-0201-019

OWNER: Teichert Land Company

APPLICANT: Maverik, Inc.

PROJECT DESCRIPTION

The proposed Maverik Gas Station and Convenience Store Project (Project or proposed project) consists of developing a convenience store with fuel sales, including diesel fueling for heavy commercial vehicles and a shared 'bypass' road, on a 4.51-acre, undeveloped site located at the northwest corner of South Watt Avenue and Jackson Road.

The project consists of the following planning entitlement requests:

1. A Conditional Use Permit (UPB) from the Board of Supervisors for a new auto service station per SZC§3.2.5, Table 3.1.

2. A Special Development Permit (SPPadd) to authorize 120% of the maximum cumulative sign area, to 150 square feet (sf) from 125 sf, per SZC§5.10.5.A.3.a.

3. A Boundary Line Adjustment (BLR) to expand the boundaries of an existing lot, which as proposed would result in a 3.81-acre Parcel 'A' (from 6.58 acres) to accommodate all proposed development, and an 8.99-acre Parcel 'B' (from 8.12 acres), and an 83.63-acre Parcel 'C' (from 81.73 acres).

4. An Abandonment (ABB) of a public road and public utility easements for a never-realized portion of Manlove Road.

5. A Development Plan Review (DRS-major) to ensure compliance with the standards of the SZC Title V, Cordova Industrial Uses Neighborhood Preservation Area, § 530-23 *Development Plan Review* and the Countywide Design Guidelines.

The proposed project would reconfigure three existing parcels totaling 91.95 acres. The Maverik gas station and convenience store would be developed on the new parcel A at 2.81 net (3.81 gross) acres. The new parcel B at 7.41 net (8.99 gross) acres and adjacent to the north of parcel A could be available for development later, subject to a separate application to the County. The new parcel C at 81.73 net (83.63 gross) acres would remain part of the existing Teichert Perkins Plant (including the water retention pond).

The project proposes to develop the property with a gas station, convenience store, and associated parking and landscaping. The proposed convenience store would cover approximately 5,996 square feet. Onsite vehicle parking would be provided with 35 stalls. Fuel dispensers for vehicles and canopies would be located on the east and west sides of the store. The fuel dispensers and canopy specifically for high-flow commercial vehicles would be located on the west side of the store. The convenience store would operate 24 hours per day, 7 days per week. Pedestrian connectivity would be provided from the store to the gas canopy and to both adjacent roadways. Curb, gutter, and sidewalk would be improved to meet County standards for the roadway portions fronting the project site. See Plates IS-4 and IS-5 for the site plan and boundary line adjustment of the proposed project.

Landscaping would be provided along all street frontages as well as along property perimeters. Proposed signage would include a freestanding monument/pricing sign at the corner of South Watt Avenue and Jackson Road. Signage would also be provided on the building facades facing each street and along the canopies. In addition, the proposed project would construct a center monument sign at the proposed signalized shared access at South Watt Avenue and Canberra Drive.

The proposed project would abandon the existing Manlove Road public road easement. The proposed gas station would be a right-in and right-out only facility, due to being a corner property at two major streets. The proposed site design for the gas station would accommodate the full range of semi-trucks and trailers, including interstate transports. The proposed project would provide the following access points:

- Right-in/right-out onto South Watt Avenue,
- Right-in/right-out onto Jackson Road, and
- Full shared access at the signalized intersection of Watt Avenue and Canberra Drive, with a proposed private two-way road connecting the west side of the project site to this intersection.

The proposed project would construct a new private road to connect the gas station site to Canberra Lane located to the north. The private ‘bypass’ road extending from Canberra

Drive would be a 2-lane, 35-foot-wide road that could serve possible future commercial development on parcel B.

As part of potential future development of parcel B, additional improvements would be constructed at the edges of the new parcel. A new chain-link fence would extend along the western and northern sides of the new private road. New storm drain and sewer lines would be constructed under the new private road. Lastly, a new water main line would be constructed along the eastern edge of parcel B adjacent to South Watt Avenue.

ENVIRONMENTAL SETTING

The project site is located within a suburban residential and industrial area in the southern portion of unincorporated Sacramento County (see Plate IS-1). The site is located on the northwest corner of Jackson Road and South Watt Avenue, in the Cordova community (see Plate IS-2). The site is also located approximately 0.8 miles south of State Highway 50 and directly north of the City of Sacramento limits. The site is currently vacant and is zoned M-2 (Heavy Industrial). Surrounding property land uses consist of: single-family and multi-family (Monte Bello apartments) residential zoned RD-5 (Residential Density 5 units per acre) and RD-10 (Residential Density 10 units per acre) respectively, across Watt Avenue; a vacant property zoned IR (Interim Agricultural) to the southeast; a concrete and aggregate plant zoned M-2 and NPA (Neighborhood Preservation Area) to the west, and a storage yard zoned RMX-PUD-SPD (residential mixed use/planned unit development/special planning district) across Jackson Road to the south in the City of Sacramento. To the north of the proposed project is a storage yard zoned BP (business and professional office), LC (light commercial), and M-2 across Kiefer Boulevard. See Plate IS-3 for an aerial map that illustrate the site's surrounding uses and zoning.

While the project site is vacant, it does support trees and valley grasslands. Trees on-site, consisting of non-native trees (primarily redwood trees) are mainly located along the site's boundaries. These trees were planted to screen the mining operation to the west. The project site also consists of a portion of a water retention pond located in the southwestern area. The pond is used by the adjacent mining operation to the west and the proposed project would not change its location or use. Overall, the project site is relatively flat, but does have differences in grade elevation from South Watt Avenue at 41± feet above sea level to the southwestern portion of the site at 55± feet above sea level.

Plate IS-1: County Regional Map

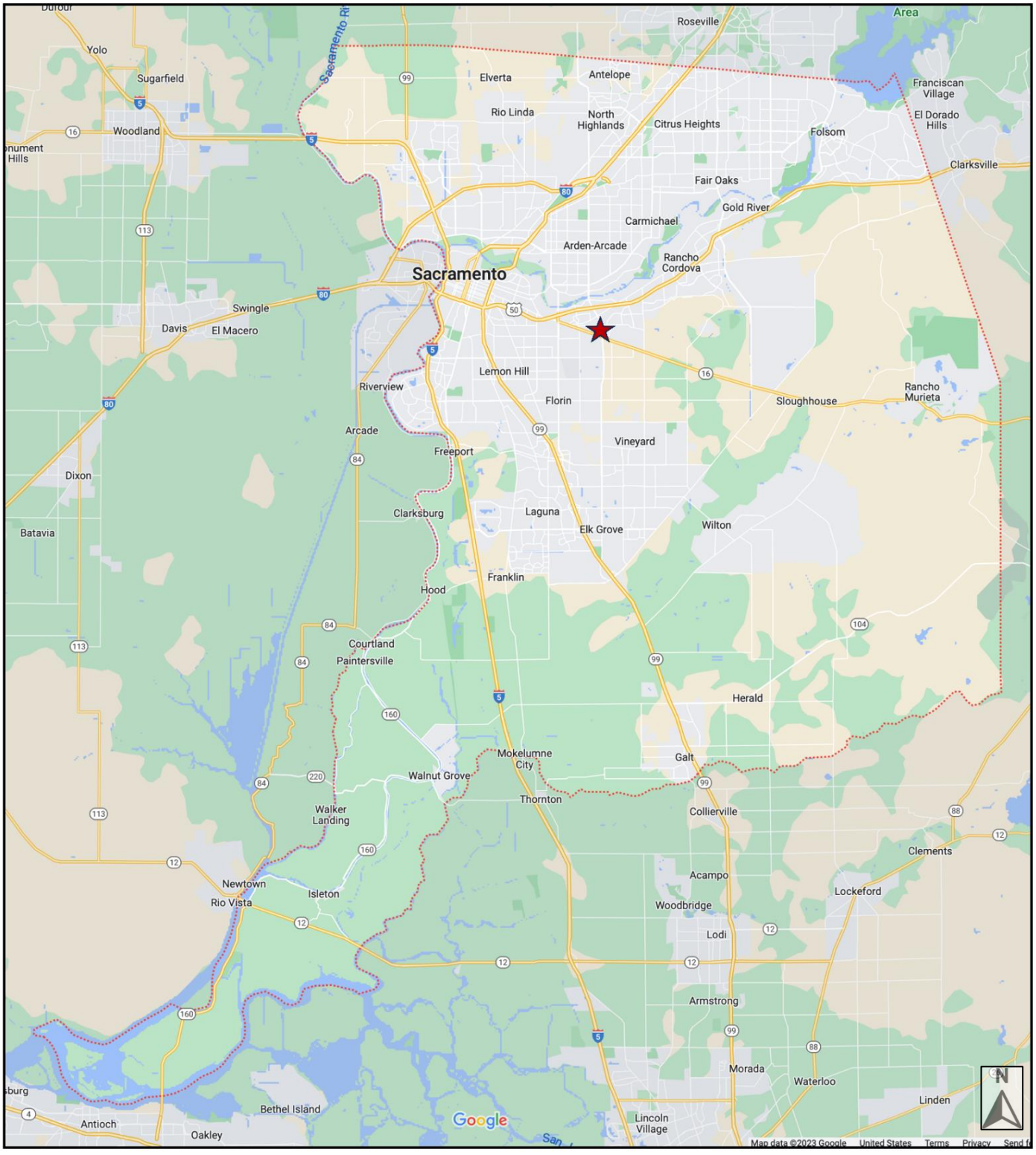
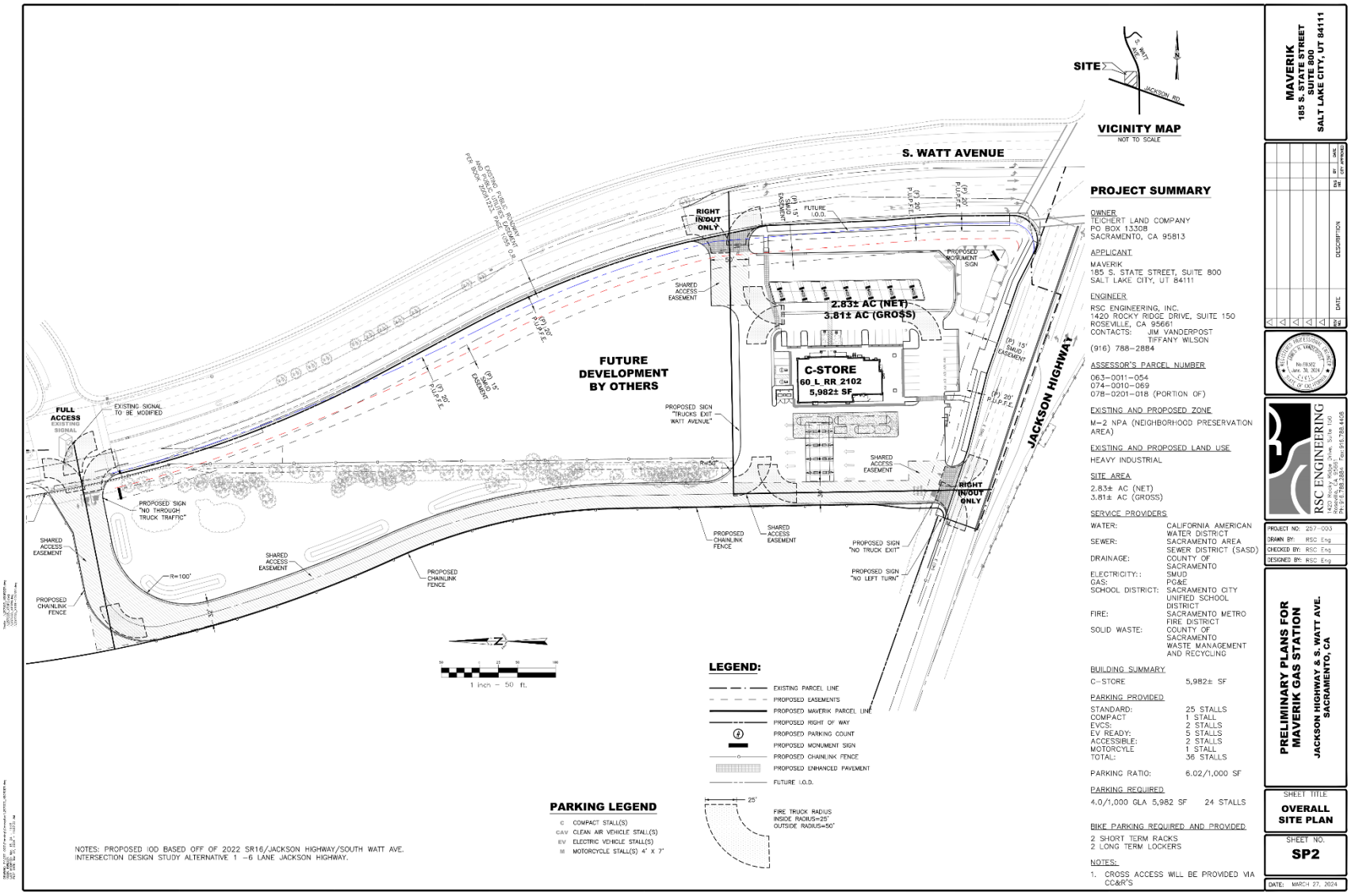


Plate IS-2: Location Map

Plate IS-3: Surrounding Uses (Zoning) Map

Plate IS-4: Site Plan



PROJECT SUMMARY

OWNER
TEICHERT LAND COMPANY
PO BOX 13308
SACRAMENTO, CA 95813

APPLICANT
MAVERIK
185 S. STATE STREET, SUITE 800
SALT LAKE CITY, UT 84111

ENGINEER
RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95661
CONTACTS: JIM VANDERPOST
TIFFANY WILSON
(916) 788-2884

ASSESSOR'S PARCEL NUMBER
063-0011-054
074-0010-069
078-0201-018 (PORTION OF)

EXISTING AND PROPOSED ZONE
M-2 NPA (NEIGHBORHOOD PRESERVATION AREA)

EXISTING AND PROPOSED LAND USE
HEAVY INDUSTRIAL

SITE AREA
2.83± AC (NET)
3.81± AC (GROSS)

SERVICE PROVIDERS

WATER:	CALIFORNIA AMERICAN WATER DISTRICT
SEWER:	SACRAMENTO AREA SEWER DISTRICT (SASD)
DRAINAGE:	COUNTY OF SACRAMENTO
ELECTRICITY::	SMUD
GAS:	PG&E
SCHOOL DISTRICT:	SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
FIRE:	SACRAMENTO METRO FIRE DISTRICT
SOLID WASTE:	COUNTY OF SACRAMENTO WASTE MANAGEMENT AND RECYCLING

BUILDING SUMMARY

C-STORE	5,982± SF

PARKING PROVIDED

STANDARD:	25 STALLS
COMPACT	1 STALL
EVCS:	2 STALLS
EV READY:	5 STALLS
ACCESSIBLE:	2 STALLS
MOTORCYLE	1 STALL
TOTAL:	36 STALLS

PARKING RATIO: 6.02/1,000 SF

PARKING REQUIRED

4.0/1,000 GLA 5,982 SF	24 STALLS

BIKE PARKING REQUIRED AND PROVIDED
2 SHORT TERM RACKS
2 LONG TERM LOCKERS

NOTES:
1. CROSS ACCESS WILL BE PROVIDED VIA CC&R'S

MAVERIK
185 S. STATE STREET
SUITE 800
SALT LAKE CITY, UT 84111

RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Phone 916.788.2884 Fax 916.788.4456

PROJECT NO: 257-003
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

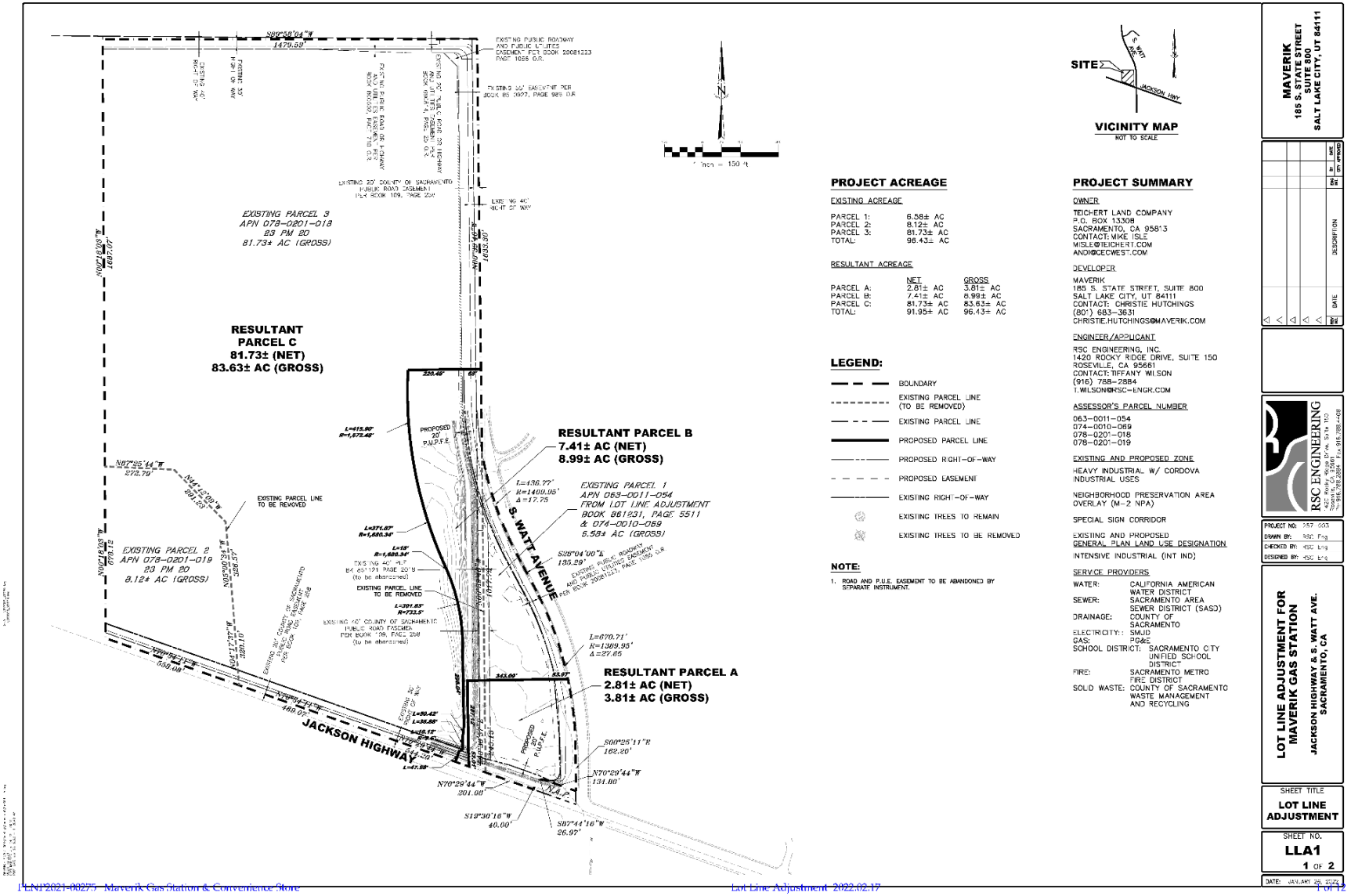
PRELIMINARY PLANS FOR
MAVERIK GAS STATION
JACKSON HIGHWAY & S. WATT AVE.
SACRAMENTO, CA

SHEET TITLE
OVERALL SITE PLAN

SHEET NO.
SP2

DATE: MARCH 27, 2024

Plate IS-5: Boundary Line Adjustment



PROJECT ACREAGE

EXISTING ACREAGE

PARCEL 1:	6.58± AC
PARCEL 2:	8.12± AC
PARCEL 3:	81.73± AC
TOTAL:	96.43± AC

RESULTANT ACREAGE

	NET	GROSS
PARCEL A:	2.81± AC	3.81± AC
PARCEL B:	7.41± AC	8.99± AC
PARCEL C:	81.73± AC	83.63± AC
TOTAL:	91.95± AC	96.43± AC

LEGEND:

- BOUNDARY
- EXISTING PARCEL LINE (TO BE REMOVED)
- EXISTING PARCEL LINE
- PROPOSED PARCEL LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING TREES TO REMAIN
- EXISTING TREES TO BE REMOVED

NOTE:

1. ROAD AND P.U.E. EASEMENT TO BE ABANDONED BY SEPARATE INSTRUMENT.

PROJECT SUMMARY

OWNER

TEICHERT LAND COMPANY
P.O. BOX 13308
SACRAMENTO, CA 95813
CONTACT: MIKE ISLE
MISLE@TEICHERT.COM
AND@CECWEST.COM

DEVELOPER

MAVERIK
185 S. STATE STREET, SUITE 800
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CONTACT: CHRISTIE HUTCHINGS
(801) 683-3631
CHRISTIE.HUTCHINGS@MAVERIK.COM

ENGINEER/APPLICANT

RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95661
CONTACT: TIFFANY WILSON
(916) 788-2884
T.WILSON@RSC-ENGR.COM

ASSESSOR'S PARCEL NUMBER

063-0011-054
074-0010-069
078-0201-018
078-0201-019

EXISTING AND PROPOSED ZONE

HEAVY INDUSTRIAL W/ CORDOVA INDUSTRIAL USES

NEIGHBORHOOD PRESERVATION AREA OVERLAY (M-2 NPA)

SPECIAL SIGN CORRIDOR

EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATION

INTENSIVE INDUSTRIAL (INT IND)

SERVICE PROVIDERS

WATER:	CALIFORNIA AMERICAN WATER DISTRICT
SEWER:	SACRAMENTO AREA SEWER DISTRICT (SASD)
DRAINAGE:	COUNTY OF SACRAMENTO
ELECTRICITY::	SMUD
GAS:	PG&E
SCHOOL DISTRICT:	SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
FIRE:	SACRAMENTO METRO FIRE DISTRICT
SOLID WASTE:	COUNTY OF SACRAMENTO WASTE MANAGEMENT AND RECYCLING

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RSC ENGINEERING
1420 Rocky Ridge Dr. Suite 150
Roseville, CA 95661
916-788-2884 Fax 916-788-2408

PROJECT NO: 257.003
DRAWN BY: RSC Eng.
CHECKED BY: RSC Eng.
DESIGNED BY: RSC Eng.

LOT LINE ADJUSTMENT FOR
MAVERIK GAS STATION
JACKSON HIGHWAY & S. WATT AVE.
SACRAMENTO, CA

SHEET TITLE
LOT LINE ADJUSTMENT

SHEET NO.
LLA1
1 OF 2

DATE: JANUARY 25, 2022

[LLN12021-00275 - Maverik Gas Station & Convenience Store] [Lot Line Adjustment - 2022.02.17] [1 of 1]

ENVIRONMENTAL EFFECTS

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

AESTHETICS

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

- Substantially alter existing viewsheds such as scenic highways, corridors, or vistas.

- 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.

SUBSTANTIALLY ALTER EXISTING VIEWSHED

NON-NATIVE TREES AND TREE CANOPY

The Sacramento County General Plan Conservation Element contains several policies aimed at preserving tree canopy within the County which include:

> 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.

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. 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.

PROJECT TREE SETTING

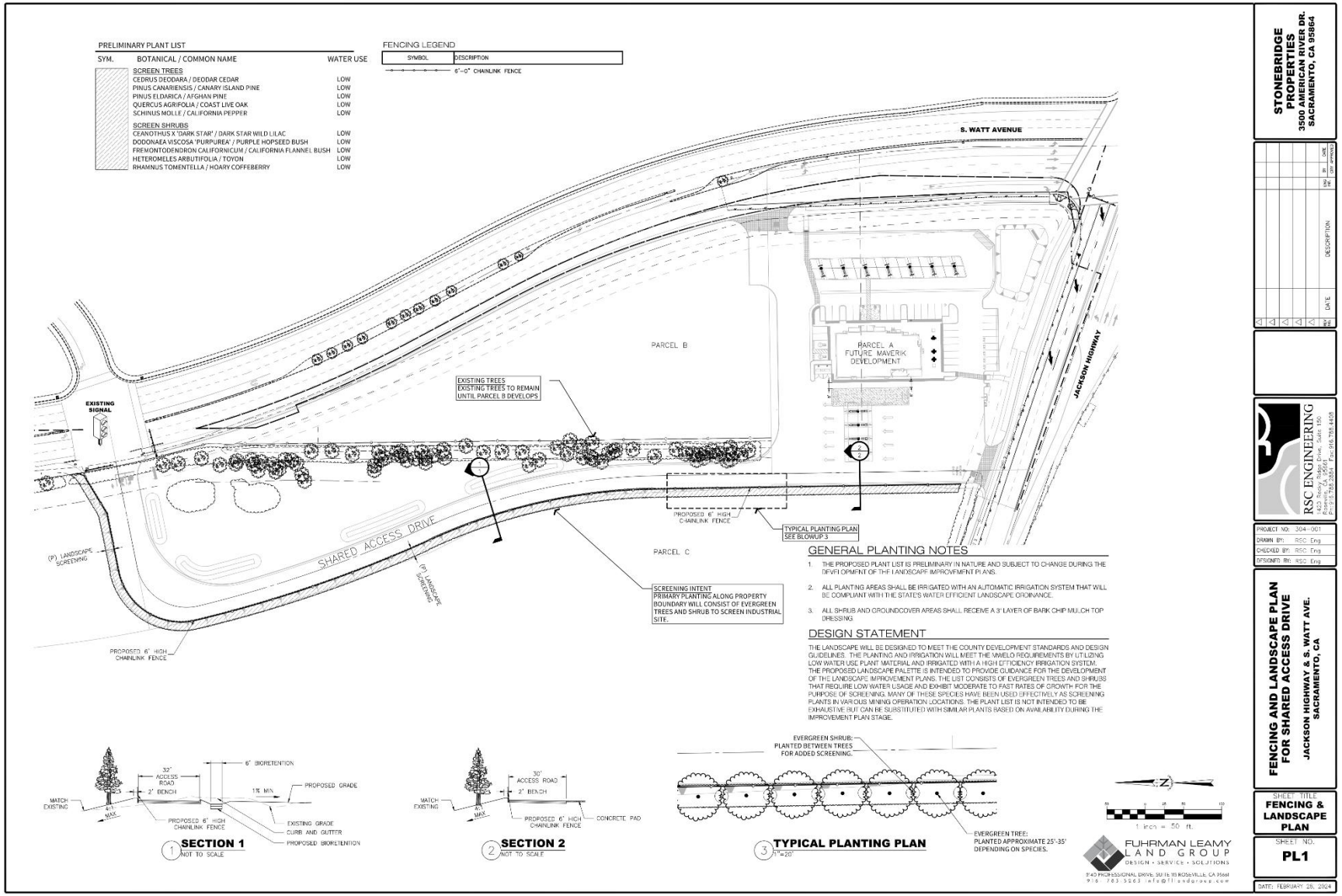
An arborist report (Appendix F) was prepared for the project site which inventoried a total of 125 trees within or overhanging the study area. The trees inventoried consist of 56 coastal redwoods, 67 Portugal laurels, one American elm, and one ornamental prunus. None of the 125 trees are native oaks regulated by the Sacramento County Tree Protection Ordinance. However, the windrow planted to screen the mining operation from residences to the east consists of non-native trees. These non-native trees, which are required by the use permit for the mining operation to screen the mining activities, would require mitigation for loss of tree canopy.

DISCUSSION OF PROJECT IMPACTS

According to the Arborist Report (Appendix F), implementation of the proposed gas station, convenience store, and private 'bypass' road would require the removal of 26 non-native trees. These 26 trees include one ornamental Prunus, one American elm, 11 coastal redwoods, and 13 Portugal laurels. Future development of parcel B is also considered part of this impact analysis. Even though development on parcel B would occur later and be subject to a separate application to the County, it can be ascertained that future development on parcel B would require removal of 75 trees to facilitate future construction. These 75 trees include 33 redwoods and 42 Portugal laurels. An additional six trees including four Portugal laurels and two coastal redwoods would be located adjacent to construction areas and could be impacted. See Plate IS-6 for the location of existing trees on the project site and trees to be removed as part of the proposed project. It is noted that the arborist report did not consider the 75 trees on parcel B to be removed.

A final determination of whether any of the trees could be preserved onsite would need to be conducted by an ISA Certified Arborist based on a field evaluation of final site plans (including future site plans for parcel B). If any trees are preserved onsite, then the appropriate tree preservation and protection measures would need to be implemented. However, for the purpose of this analysis all 101 trees are assumed to be removed (26 trees for parcel A and private 'bypass' road and 75 trees for parcel B). Removal of non-native tree canopy for development is required to be mitigated by creation of new tree canopy equivalent to the acreage of the tree canopy removed, consistent with Policy CO-145 of the Sacramento County General Plan. In addition, the active mining operation is required to be screened from public view. The proposed project would move the boundary line of the active mining parcel and, therefore, new screening would be required. As shown in Plate IS-6, new evergreen landscape screen (consisting of fast-growing evergreen trees and shrubs) would be planted along the western edge of the proposed 'bypass' road. The new evergreen landscape screen would effectively screen the mining operation from public view and would provide new tree canopy consistent with Policy CO-145. Potential impacts associated with non-native tree canopy removal are considered **less than significant with mitigation**.

Plate IS-6: Tree Locations



LIGHTING

ZONING CODE CONSISTENCY

This project is subject to the regulations of the Sacramento County Zoning Code Section 5.9.4.G which identifies the requirements for parking area lighting within proposed parking lots.

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. New light fixtures, serving uncovered parking lots shall be full cut-off fixtures as defined by the Illuminating Engineering Society of North America. New light fixtures, installed for parking area canopies or similar structures, shall be recessed or flush-mounted, using flat lenses.

   According to Figure 5-15 (Shielding Provisions for Outdoor Lighting) in the Zoning Code, light poles are limited to 24-feet in height when located on non-residential property (and not abutting residential property).

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 (½) hour before dusk and one-half (½) hour after dawn.

Nearby residential uses, such as the Monte Bello apartments, are considered to be light-sensitive because they are typically occupied during the evening hours. Artificial light sources can invade and interfere with residential privacy by intruding into a living environment, disrupting evening views, and potentially changing neighborhood character.

Artificial light impacts include aesthetics and exposure. Light aesthetics refer to the viewer's general aesthetic perception of light sources and their environment and focuses on the visual changes that 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 impacts were evaluated based on the following criteria:

- Proximity to light sources; and
- Changes in large areas from unlit to lit conditions.

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

DISCUSSION OF PROJECT IMPACTS

In response to a Cordova Community Planning Advisory Council (CPAC) meeting conducted on July 21, 2022, the proposed project was conditionally recommended with

implementation of a condition relating to light pollution prevention. The condition would require the proposed project to ensure project operations refrain from excessive light pollution, glint, glare, and light trespass beyond the project site, including any necessary modifications to pole height and/or luminaire elements, such as baffles, shields, and diffuser lenses. In response, the project was redesigned to change the lumens of the lighting to reduce the white light and soften to a more yellow hue (4000k color temperature). According to the photometric plan for the proposed project, the total quantity of visible light emitted by light sources at the project boundary closest to residences across Watt Avenue to the east would range between 1.2 and 1.4 foot candles (unit of illumination equal to one candela at a distance of one foot). For comparison, an 800-lumen light set 10 feet high creates 8 foot candles at the ground.

The photometric plan for the proposed project was reviewed and determined technically adequate by Sacramento County in June 2021. The County also determined the proposed project would comply with Section 5, Street Light Design of the Sacramento County Improvement Standards, and would not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area. The proposed project's compliance with Zoning Code Section 5.9.4.G and implementation of conditions from the CPAC will ensure that potential impacts of light and glare to the residential area to the east remain **less than significant**.

TRANSPORTATION/TRAFFIC

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

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

A Local Transportation Analysis (LTA) completed by KD Anderson in November 2022 was prepared for this project and is included as Appendix A to this Initial Study.

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) updated the Sacramento County Transportation Analysis Guidelines to reflect the new analysis requirements.[1] SacDOT developed screening criteria for development projects and the VMT thresholds of significance are summarized in Table IS-1.

[1] 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

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

SacDOT reviewed the proposed project to determine whether the project would require a VMT analysis. Based on SacDOT staff review, the proposed project would be considered a local-serving retail use and is not subject to VMT analysis. As shown in Table IS-2 below, the proposed project would generate approximately 1,051 new daily trips. Although the proposed project will result in 1,051 new daily trips, local retail uses are not subject to VMT analysis due to the assumption that local trips would occur with or without

implementation of the project (refer to Table IS-1 above). Therefore, a VMT analysis is not required, and impacts related to VMT are considered **less than significant**.

Table IS-2
Trip Generation Table

Condition	Zoning or Use (Area)	Source	Daily Trip Rate	Daily Trips	P.M. Peak Hour Trip Rate	P.M. Peak Hour Trips
Existing Use	Vacant	--	0	0	0	0
Existing Zoning	M-2 / M-2 (NPA)	SacDOT	77	507	7.7	51
Existing Zoning with Totals	Pass by	SacDOT	0	0	0	0
Proposed Use	Gasoline/Service Station w/ convenience store	ITE (945)	700.43	4,203	54.52	327
Proposed Use with Totals	Pass by	ITE (945)	75%	-3,152	75%	-245
Increase in trips for the proposed project compared to existing use				**1,051**		**82**

Source: County of Sacramento Department of Transportation, 2021. *Maverik Gas Station & Convenience Store*. Prepared by Gary Gasperi, Associate Civil Engineer. November 9, 2021

ACCESS AND CIRCULATION ANALYSIS

LOCAL TRANSPORTATION ANALYSIS

SacDOT reviewed the proposed project to determine whether the project would require a local transportation analysis (LTA). Comparing the proposed use to the current site use, the proposed project would generate more than 1,000 daily trips (refer to Table IS-2 above) and, therefore, an LTA for the proposed project is required. It should be noted the daily trips shown in Table IS-2 above were estimated by Sacramento County Department of Transportation for the sole purpose of preliminarily determining if the proposed project would generate more than 1,000 daily trips and, therefore, require an LTA.

The LTA prepared for the proposed project (Appendix A) determined that the proposed project would generate approximately 7,931 daily trips including 574 A.M. peak hour trips and 478 P.M. peak hour trips. Accounting for pass-by trips (trips already on the roadway system who stop on their way as part of another trip), the proposed project would generate approximately 3,148 new daily trips including 233 new A.M. peak hour trips and 231 new P.M. peak hour trips.

Existing Conditions

Under Existing Conditions, the South Watt Avenue / Jackson Road intersection operates at LOS F in the P.M. peak hour. In addition, queues exceed the available turn lane storage at four turn lanes (i.e., southbound left turn and right turn lanes, eastbound left turn lane, westbound right turn lane).

Existing Plus Project Conditions

Under Existing Plus Project Conditions, the South Watt Avenue / Jackson Road intersection would operate at LOS F during both the A.M. and P.M. peak hours. The eastbound right turn driveway movement at South Watt Avenue would also operate at LOS F in the P.M. peak hour. The proposed project would construct a fourth leg of the South Watt Avenue / Canberra Drive intersection and would modify the traffic signal to include pedestrian crossing of South Watt Avenue. Queuing in the southbound left turn lane of South Watt Avenue at Canberra Drive would lengthen to 206 feet as a result of adding the fourth leg to the intersection which would exceed the available storage at the intersection. Lastly, five turn lanes would exceed existing turn lane lengths.

South Watt Avenue Capital Improvement Project

The South Watt Avenue Capital Improvement Project (CIP), slated for construction during 2024, would widen South Watt Avenue from Jackson Road to Florin Road to four lanes with bicycle, pedestrian, and transit accommodations. Ultimately, the corridor would incorporate additional capacity improvements, widening the four-lane facility to a six-lane roadway with similar multimodal accommodations. At the South Watt Avenue / Jackson Road intersection, capital improvements would include:

Northbound
- 2 left turn lanes
- 3 through lanes
- 1 right turn lane
- Bike lane

Southbound
- 2 left turn lanes
- 3 through lanes
- 1 right turn lane
- Bike lane

Eastbound
- 2 left turn lanes
- 2 through lanes
- 1 right turn lane
- Bike lane

Westbound
- 2 left turn lanes
- 2 through lanes
- 1 right turn lane
- Bike lane

Existing plus South Watt Avenue Capital Improvement Project plus Project

Under Existing plus South Watt Avenue Capital Improvement Project plus Project (Existing + CIP + Project) Conditions, all signalized intersections and the Jackson Road / Project Driveway would operate within acceptable Sacramento County threshold levels, at LOS D or better. However, the Project Driveway right turn lane along South Watt Avenue would continue to operate at LOS F and meet the P.M. peak hour warrant. Therefore, a *SimTraffic* simulation analysis was conducted to confirm the proposed project driveway conditions because of the distance to the adjacent intersection at Jackson Road and the southbound traffic volumes along South Watt Avenue. The simulation showed that the driveway would operate at LOS D with a delay of 42.4 seconds and a projected queue of 144 feet. Based on the traffic simulation results, the driveway traffic LOS would not result in any significant effects to transportation conditions.

Under the Existing + CIP + Project Conditions, the proposed project would also add traffic to and from the west leg of the South Watt Avenue / Canberra Drive intersection. This

proposed leg would allow northbound project traffic to exit the project site because a U-turn at the South Watt Avenue / Jackson Road intersection would be prohibited. As a result of the additional leg, additional delays would occur for other approaches at the South Watt Avenue / Canberra Drive intersection. The South Watt Avenue / Canberra Drive intersection would continue to operate within County thresholds; however, the queue in the southbound left turn lane would exceed the existing lane length.

With completion of the South Watt Avenue CIP and implementation of the proposed project, queues at the southbound left turn and westbound right turn at the South Watt Avenue / Jackson Road intersection would exceed the proposed lane lengths.

The proposed project would complete frontage improvements by adding a third southbound lane along South Watt Avenue and widening westbound Jackson Road to accommodate the future two westbound through lanes and provide a right turn lane for access to the project site. In addition, the fourth leg of the South Watt Avenue / Canberra Drive intersection would be completed as part of the proposed project.

Overall, the queue in the southbound left turn lane at South Watt Avenue / Canberra Drive intersection would exceed the existing lane length, and the queues at the southbound left turn and westbound right turn at the South Watt Avenue / Jackson Road intersection would exceed the lane lengths.

As discussed, the proposed project would impact access and circulation through the increase in queue lengths at the South Watt Avenue / Jackson Road and South Watt Avenue / Canberra Drive intersections. Implementation of the South Watt Avenue CIP would lengthen turn lanes that exceed future queues. Mitigation would include lengthening turn lanes at the South Watt Avenue / Canberra Drive intersection along with constructing a raised median along Jackson Road to prevent left turn movements from the project site. With implementation of these roadway improvements, project impacts related to access and circulation would be reduced to **less than significant with mitigation**.

Air Quality

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

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

An Air Quality and Greenhouse Gas Emissions Technical Report completed by Helix Environmental Planning in December 2022 was prepared for this project and is included as Appendix B to this Initial Study.

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 air pollution to be trapped in the valley. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that

emission standards are not violated in the SVAB. Project-related air emissions would be considered to result in a significant effect if air emissions would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (refer to Table IS-3). SMAQMD also established significance thresholds to determine if a proposed project's air emissions contribute significantly to regional air quality impacts (refer to Table IS-4).

Table IS-3: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-attainment (1-hour standard[1] and 8-hour standard)	Non-attainment, Classification = Severe -15* (8 hour[3] standard) 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 and 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 Sulfate	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 SO2 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, 2023. *Air Quality Pollutants and Standards*. Available at: http://airquality.org/air-quality-health/air-quality-pollutants-and-standards. Accessed June 2, 2023.

Table IS-4: SMAQMD Significance Thresholds

	ROG (lbs/day)	NO_x (lbs/day)	CO (µg/m3)	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.

Source: SMAQMD, 2023. *Air Quality Pollutants and Standards*. Available at: http://airquality.org/air-quality-health/air-quality-pollutants-and-standards. Accessed June 2, 2023.

For projects that generate particulate matter (PM), the project's PM emissions are required to meet a specific threshold depending on implementation, or non-implementation, of Best Management Practices (BMPs) and Best Available Control Technologies (BACTs). It should be noted that the implementation of Best Available Control Technologies (BACT) is only required for stationary source operational emissions. As shown in Table IS-4 above, projects that implement BMPs and BACTs have a higher threshold (80 or 82 lbs/day) than for projects that do not implement BMPs and BACTs (0 lbs/day). The following list identifies the BMPs for operational PM emissions for land use development projects:[2]

1. Compliance with District rules that control operational PM and NOx 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 nonresidential 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

[2] SMAQMD, 2020. *Guide to Air Quality Assessment in Sacramento County*. Available at: https://www.airquality.org/residents/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 5, 2023.

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-idlinginformation.

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

It should be noted that the SMAQMD does not include BACTs in their guidance but identifies that BACTs can be determined by consulting with District permitting staff.

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

Short-term air quality impacts result mainly from dust emissions (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 depends largely on soil type and soil moisture, along with the amount of total acreage 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 dust emissions. Sand, lime, or other fine particulate materials could be used during construction activities and stored on-site. If fine particulate materials are not stored properly, such materials could become airborne during periods of high winds. The typical effects of construction activities include increased dust and elevated levels of suspended particulates, such as PM_{10} and $PM_{2.5}$. PM_{10} and $PM_{2.5}$ are considered particularly unhealthy because these particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems.

CONSTRUCTION PARTICULATE MATTER EMISSIONS

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

PM_{10} or $PM_{2.5}$ emissions generated during project construction activities can be reduced through compliance with institutional requirements for dust abatement and erosion control. These institutional measures include the SMAQMD's Rule 403 - Fugitive Dust and measures in the Sacramento County Code relating to land grading and erosion control (Section 16.44.090(K)).

The project site is less than 35 acres (approximately 3.81 acres) and would not involve constructing 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. For these reasons, the proposed project is considered to not exceed the SMAQMD Guide screening criteria for PM_{10} or $PM_{2.5}$.

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 would be implemented for particulate matter. Projects that are 35 acres or less in size would 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.

The project site is less than 35 acres (approximately 3.81 acres) and would not involve constructing 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. For these

reasons, the proposed project is considered to not exceed the SMAQMD Guide screening criteria for NO_x.

CONSTRUCTION EMISSIONS CONCLUSION

The potential amount of air emissions generated by the proposed project were calculated using CalEEMod, version 2020.4.0 (refer to Appendix B). CalEEMod utilizes equipment, phasing and timelines to generate daily construction emissions and operation emissions for a proposed project. For modeling purposes, maximum numbers of equipment were used, and it was assumed all equipment could operate simultaneously. This approach represents a conservative estimate of equipment and timelines that demonstrates a worst-case scenario in terms of potential emissions. The resulting air emissions are summarized in Table IS-5 below.

Table IS-5: CalEEMod Estimated Maximum Construction Emissions

	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO_x (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Threshold	n/a	85	n/a	n/a	80	82
Construction (short-term)	5.0	21.2	26.5	<0.1	3.9	2.1

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 (approximately 3.81 acres) and would 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. In addition, the proposed project would not exceed the SMAQMD construction emissions significance thresholds for NO_x, PM_{10}, or $PM_{2.5}$. Therefore, the proposed project would fall below the SMAQMD Guide screening criteria for construction emissions related to both particulate matter and ozone precursors.

However, short-term construction activities would result in an increase of emissions of PM_{10} and $PM_{2.5}$ compared to existing conditions. Sacramento County is in nonattainment for PM_{10} (CAAQS) and $PM_{2.5}$ (NAAQS); therefore, the SMAQMD requires the implementation of the BCECPs for any project that results in a net increase of particulate matter emissions, regardless of whether the project's emissions exceed the significance thresholds. Because construction activities would result in a net increase of PM_{10} and $PM_{2.5}$ compared to existing conditions, potential impacts associated with construction emissions are considered **less than significant with mitigation**.

OPERATION EMISSIONS/LONG-TERM IMPACTS

Once the proposed project completes construction and begins operation, pollutants would be emitted through ongoing, daily uses on 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.

A project typically needs to be comprised of a large acreage or intense use to result in significant operational air quality impacts. For ozone precursor emissions, the screening table in the SMAQMD Guide allows users to screen out projects that include up to 56 thousand square feet (ksf) for commercial/retail projects. For particulate matter emissions, the screening table allows users to screen out projects that include up to 165 ksf for retail projects. The proposed project would operate a 5,996-square foot convenience market and a gas station with 19 fuel pump spaces and 35 parking stalls. The SMAQMD screening criteria does not include gas stations and could not screen out. Therefore, an *Air Quality and Greenhouse Gas Emissions Technical Report* was prepared for the proposed project to estimate operational emissions for project operations (Appendix B). As shown in Table IS-6 below, the estimated maximum operational air emissions would be below significance thresholds established by SMAQMD. For these reasons, potential impacts associated with emissions for air quality standards are considered **less than significant**.

Table IS-6: CalEEMod Estimated Maximum Operational Emissions

	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO_x (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Threshold	n/a	85	n/a	n/a	80	82
Operational (long-term)	5.3	4.7	35.4	<0.1	3.8	1.0

Toxic Air Emissions

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

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

SMAQMD has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor (e.g., residential) would be likely to exceed thresholds. At present, SMAQMD staff runs individual assessments on all new service stations where a school is located within 1,000 feet of

the project site and there is an increase in emissions. The Golden Empire Elementary School is located approximately 1,085 feet from the project site. In addition, multi-family residential zoned RD-20 is located directly across Watt Avenue from the project site and would be considered a sensitive receptor.

CARB recommends a distance of 50 feet from residential uses for gasoline dispensing stations with an annual throughput of less than 3.6 million gallons per year. Gasoline dispensing stations with an annual throughput at or above 3.6 million gallons per year are recommended to have a distance of 300 feet from residential uses. The closest gasoline dispensing pump would be located within 300 feet of the RD-20 property boundary.

DISCUSSION OF PROJECT IMPACTS

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

As related to distances between residential uses and gasoline dispensing facilities identified by CARB, these distances are recommended distances and do not place a requirement on the proposed project to meet a specific distance. Therefore, the requirements for gasoline pump operations established by the SMAQMD Rules 448 and 449 are considered to fully mitigate the potential TAC impacts from gasoline dispensing facilities.

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

ODORS

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

DISCUSSION OF PROJECT IMPACTS

Odors that may be generated at the project site would primarily involve gasoline vapors. Generally, gasoline odors are only detectable on the project site and quickly dissipate at increasing distance. In accordance with SMAQMD Rules 448 and 449, vapor recovery systems would be required to be installed. The vapor recovery systems would reduce the volume of vapors that would be emitted into the atmosphere by 95 to 98% from levels without such systems.

With compliance with existing regulations, impacts associated with odors would remain **less than significant**.

CRITERIA POLLUTANT HEALTH RISKS

All criteria air pollutants result in human health effects at certain concentrations. Air Districts, such as the SMAQMD, 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 established by scientific evidence and acknowledge 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.[3]

HEALTH EFFECTS SCREENING

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 described in SMAQMD's *Instructions for Sac Metro Air District Minor Project and Strategic Area Project Health Effects Screening Tools* (SMAQMD's Instructions). 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)[4]. 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.

[3] U.S. Environmental Protection Agency (EPA). *Health Effects of Ozone in the General Population*. https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population Accessed July 14, 2023.

[4] SMAQMD, 2022. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. Available at: https://www.airquality.org/LandUseTransportation/Documents/SacMetroFriantDraftFinalPublic2020-06-15.pdf. Accessed July 8, 2023.

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 would be 164 lbs/day for ROG and NO_X, and 656 lbs/day under the 8xTOS for ROG and NO_X.[5]

SMAQMD's Friant Guidance notes "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"[6].

The model derives the estimated health risk associated with operation of the proposed 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 not 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, the models were developed to inform regional planning strategies based on cumulative changes in emissions within an air basin or larger geography.

Therefore, it is noted that within the typical project-level scope of CEQA analyses, PGMs cannot provide precise, spatially defined pollutant data at a local scale. In addition, SMAQMD's Friant Guidance notes "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"[7]. Therefore, the modeling conducted for this health risk analysis is based on imprecise mapping and takes into account only one of the main public health determinants (i.e., environmental influences).

[5] SMAQMD, 2020. *Guide to Air Quality Assessment in Sacramento County*. Available at: https://www.airquality.org/residents/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 5, 2023.
[6] SMAQMD, 2020. *Guide to Air Quality Assessment in Sacramento County*. Available at: https://www.airquality.org/residents/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 5, 2023.
[7] SMAQMD, 2020. *Guide to Air Quality Assessment in Sacramento County*. Available at: https://www.airquality.org/residents/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 5, 2023.

DISCUSSION OF PROJECT IMPACTS

Because the project was below the daily operational thresholds for criteria air pollutants (82 lbs/day), the Minor Project Health Screening Tool was used to estimate health risks. The results of the model are shown in Table IS-7 and Table IS-8 below.

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

PM2.5 Health Endpoint	Age Range[1]	Incidents Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (mean)	Incidents Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (mean)	Percent of Background Health Incidents Across the 5-Air-District Region[3]	Total Number of Health Incidents Across the 5-Air-District Region (per year)[4]
Respiratory					
Emergency Room Visits, Asthma	0-99	1.1	1.0	0.0056%	18,419
Hospital Admissions, Asthma	0-64	0.073	0.068	0.0037%	1,846
Hospital Admissions, All Respiratory	65-99	0.34	0.31	0.0016%	19,644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.19	0.17	0.00073%	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.000094	0.000087	0.0023%	4
Acute Myocardial Infarction, Nonfatal	25-44	0.0085	0.0081	0.0026%	308
Acute Myocardial Infarction, Nonfatal	45-54	0.020	0.019	0.0026%	741
Acute Myocardial Infarction, Nonfatal	55-64	0.033	0.032	0.0025%	1,239
Acute Myocardial	65-99	0.12	0.11	0.0022%	5,052

Infarction, Nonfatal					
Mortality					
Mortality, All Cause	30-99	2.3	2.1	0.0047%	44,766

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

Table IS-8: Ozone Health Risk Estimates

Ozone Health Endpoint	Age Range[1]	Incidents Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (mean)	Incidents Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (mean)	Percent of Background Health Incidents Across the 5-Air-District Region[3]	Total Number of Health Incidents Across the 5-Air-District Region (per year)[4]
Respiratory					
Hospital Admissions, All Respiratory	65-99	0.081	0.061	0.00034%	19,644
Hospital Admissions, Asthma	0-17	0.40	0.34	0.0058%	5,859
Hospital Admissions, Asthma	18-99	0.64	0.55	0.0044%	12,560
Mortality					
Mortality, All Cause	0-99	0.051	0.043	0.00014%	30,386
Notes:					

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

It is important to note that the "model outputs are derived from the numbers of people who would be affected by [the] project due to their geographic proximity and based on average population through the Five-District-Region. The models do not take into account population subgroups with greater vulnerabilities to air pollution, except for ages for certain endpoints."[8] Therefore, it would be misleading to correlate the levels of criteria air pollutant and precursor emissions associated with implementation of the proposed project to specific health outcomes. Although effects noted above could manifest in individuals, actual effects depend on factors specific to each individual which can include life stage (older adults are more sensitive), preexisting cardiovascular or respiratory diseases, and genetic polymorphisms. In addition, there are wide ranges of potential outcomes from exposure to ozone precursors and particulates, from no effect to the effects listed in the tables, even if specific medical information was known about each individual. Ultimately, the health effects associated with the proposed project, using the SMAQMD Guidance "are conservatively estimated, and the actual effects may be zero."[9]

Neither SMAQMD nor the County of Sacramento 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, the data presented previously is intended for informational purposes only and is not used to reach any conclusion on a level of significance.

[8] SMAQMD, 2020. *Guide to Air Quality Assessment in Sacramento County*. Available at: https://www.airquality.org/residents/ceqa-land-use-planning/ceqa-guidance-tools. Accessed June 5, 2023.

[9] SMAQMD, 2022. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. Available at: https://www.airquality.org/LandUseTransportation/Documents/SacMetroFriantDraftFinalPublic2020-06-15.pdf. Accessed July 8, 2023.

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.
- Results in a substantial temporary increase in ambient noise levels in the project vicinity.
- Generate excessive groundborne vibration or groundborne noise levels.

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 located near and far. The ambient noise level also refers to the noise levels that are present before a noise source being studied is introduced. A synonymous term is pre-project noise level. To protect citizens and visitors of the County from unhealthy or inappropriate noise levels, the General Plan contains a Noise Element with policies designed to control or abate noise.

COUNTY GENERAL PLAN NOISE ELEMENT

The goals of the Sacramento County General Plan Noise Element are to:

(1) protect the citizens of Sacramento County from exposure to excess noise, and

(2) protect the economic base of Sacramento County by preventing incompatible land uses from encroaching upon existing planned noise-producing uses.

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

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

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

of compliance with the Table 2 (see Table IS-9) standards within sensitive areas.

NO-6 Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 (see Table IS-9) at existing noise-sensitive areas in the project vicinity.

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

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

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

PROJECT SETTING

The project site is located across Watt Avenue from RD-20 zoned multi-family residential apartments to the east of the site. The proposed project will install a new noise generating source on-site. The primary noise source associated with the proposed project would be on-site delivery truck circulation (i.e., medium and heavy truck passbys) and on-site vehicle circulation. To assess the existing noise environment associated with the project area, ambient noise levels at the apartment complex were obtained and measured at 73.7 L_{eq}.[10]

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

[10] Ambient sound level measurements were conducted on May 5, 2023, between 10:45 and 11:15 am. Weather was partyl cloudy and a temperature of 58 degrees Fahrenheit. Observations included the continual travel of heavy trucks through the South Watt Avenue/Jackson Road intersection in all directions.

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

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

1. The Table 2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 2, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.
2. Sensitive areas are defined in the acoustic terminology section.
3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours.
7. Where median (L50) 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.

DISCUSSION OF PROJECT IMPACTS – CONSTRUCTION ACTIVITIES

Potential noise impacts would occur from construction activities associated with the proposed project. Noise generated by the project-related construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Analysis of construction noise was prepared using reference noise level measurements to describe the typical construction activity noise levels for each stage of the proposed project construction. The construction reference noise level measurements represent typical construction activity noise levels. Noise levels generated by heavy construction equipment range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate at a rate of 6 dBA for each doubling of distance from a point source (i.e. construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from

the source to the receiver, and a noise level would be further reduced to 68 dBA at 200 feet from the source to the receiver.

Table IS-10 provides a summary of the predicted noise levels from each stage of construction at the adjacent multi-family residential apartments at a distance between the nearest proposed drive aisle to the boundary of the common outdoor pool area and closest multi-family residential building (450 feet and 160 feet, respectively). Based on the reference construction noise levels, the project-related construction noise levels when the peak reference noise level is operating at a single point nearest the sensitive receiver location will range from 48.4 to 69.5 dBA L_{eq} at the adjacent multi-family residential apartment locations, as shown on Table IS-10.

Table IS-10: Predicted Construction Equipment Activity Noise Levels at Nearby Apartment Complex

Reference Construction Activity	**Predicted Peak Noise Level at 50 feet (dBA L_{eq})**
Site preparation	79.6
Grading equipment	79.6
Building construction	68.2
Paving equipment	71.6
Architectural coating	67.5
Location	**Predicted Peak Noise Level (dBA L_{eq})**
Common Area at Apartment Complex (450 feet)	60.5
Closest Residential Building (160 feet)	69.5

To describe the proposed project construction noise level contributions to the existing noise environment, the construction activity noise levels were combined with the existing ambient noise levels (73.7 dBA L_{eq}) for off-site receiver locations potentially impacted by proposed project construction equipment noise sources. The project-related ambient noise level contribution would be less than 1.4 dBA L_{eq} at the closest residence.[11]

It should be noted that construction activities are temporary in nature and would not be a permanent noise source. The Sacramento County Municipal Code (Section 6.68.090(e)) identifies noise sources associated with construction, repair, remodeling, demolition, paving, or grading of any real property are exempt from maximum noise level requirements if construction activities occur between 6 a.m. and 8 p.m. on weekdays, and between 7 a.m. and 8 p.m. on weekends. It should be noted the code also states that when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in process be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 8 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.

Based on the proposed project's construction activities would be temporary and would be exempt from meeting noise level requirements, project-related construction noise would be considered **less than significant**.

[11] Calculated by $SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$; $75.1 = [10^{\log 73.7/10} + 10^{\log 69.5/10}]$

DISCUSSION OF PROJECT IMPACTS – ON-SITE OPERATIONAL ACTIVITIES

Potential noise impacts from the proposed project operations would be generated by from on-site truck deliveries, gas station activities (e.g., passenger vehicle movement, car doors closing, engines starting), and HVAC operation. Deliveries of products to convenience stores usually occur at the front of the store with medium-duty vendor trucks/vans. The proposed project will also receive deliveries from heavy fueling trucks for the purposes of refiling the underground fuel storage tanks for the gas station use. On-site truck activities are expected to be brief and occur at low speeds.

For the purposes of this analysis, reference noise levels conducted for a substantially similar activities were used to predict noise levels that would be generated by the proposed project. Based on the reference noise levels, the combined hourly average noise level generated by activities occurring on the project site (e.g., delivery truck circulation, passenger vehicles, HVAC operation) would be 46.7 dB L_{eq} at a reference distance of 50 feet from the noise source.[12] To calculate potential noise levels generated by the proposed project at the adjacent multi-family residential apartments, the distance between the nearest proposed drive aisle to the boundary of the common outdoor pool area and closest multi-family residential building were measured at 450 feet and 160 feet, respectively.

Table IS-11 shows the predicted noise levels from the on-site gas station activity noise levels to the common outdoor pool area and closest residential building of the adjacent multi-family apartments. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). The project would meet the applicable Sacramento County nighttime median (L_{50}) noise level standards of 50 dB and 35dB for outdoor areas and interior spaces, respectively, at both the common outdoor pool area and closest residential building.

Table IS-11: Predicted On-Site Gas Station Activity Noise Levels at Nearby Apartment Complex

Location	Predicted Noise Level (dBA L_{eq})	Noise Threshold Nighttime (dBA L_{eq})	Exceed Threshold?
Common Area at Apartment Complex (450 feet)	41.2	50 (outdoor area)	No
Closest Residential Building (160 feet)	48.0* / 20.0**	35 (interior space)	No
*Predicted noise level with windows open **Predicted noise level with windows closed (noise levels reduced by approximately 28 dbA[13])			

To describe the proposed project operational noise level contributions to the existing noise environment, the operational noise levels were combined with the existing ambient noise levels (73.7 dBA L_{eq}) for off-site receiver locations potentially impacted by proposed

[12] Urban Crossroads. *Pinon Hills Gas Station Noise Impact Analysis*. May 18, 2017.
[13] National Center for Biotechnology Information, 2018. *Differences between Outdoor and Indoor Sound Levels for Open, Tilted, and Closed Windows*. Available at: https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5800248/ Accessed September 8, 2023.

project operational noise sources. The project-related ambient noise level contribution would be less than 0.1 dBA L_{eq} at the closest residence.[14]

Based on the proposed project's minimal contribution to the existing noise environment, project-related operational noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the proposed project. Impacts related to noise levels from on-site gas station activities would be **less than significant**.

HYDROLOGY AND WATER QUALITY

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

- Substantially deplete groundwater supplies or substantially interfere with groundwater recharge.
- Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

A Drainage Study completed by Watermark Engineering in November 2022 was prepared for this project and is included as Appendix C to this Initial Study. In addition, a Preliminary Stormwater Quality Report completed by RSC Engineering in November 2022 was prepared for this project and is included as Appendix D to the Initial Study.

The proposed Maverik Gas Station is located at the northwest quadrant of the intersection of South Watt Avenue and Jackson Road/SR 16 and includes the construction of an access road at the intersection of South Watt Avenue and Canberra Drive that would serve the additional proposed parcel (Parcel B) to the north of the project site. The project site is undeveloped, vacant, and has been previously disturbed. The project area gently slopes to the south.

DRAINAGE AND FLOODING

The project site is located within an area identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel Number 06067C0215H as Zone X (Shaded), which is an area between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood but is not located in a 100-year floodplain or any special flood hazard area.[15]

[14] Calculated by $SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$; $73.72 = [10^{\log 73.7/10} + 10^{\log 48.0/10}]$

[15] Federal Emergency Management Agency. National Flood Hazard Layer FIRMette, Panel Number 06067C0215H. Accessed May 15, 2023. https://msc.fema.gov/portal/home.

According to a drainage study prepared for the proposed project (Appendix C), runoff flows generally north to south and drops into a substantial roadside ditch that drains west along the north side of Jackson Road/SR 16. Proposed drainage facilities for the project include site storm drains and a storm drain along the proposed access road. Additionally, several areas have been identified as shallow storm water planter locations. The project would fill an existing ditch located along Jackson Road/SR 16 and then replace with a 54-inch pipe along the south side of the project site. A reach of oversized pipe located along the west side of the gas station would be used to attenuate 100-year flows to less than existing levels. The facilities are configured to provide an outfall for future development within Parcel B to the north of the project site. It is assumed that any future development within Parcel B would also attenuate its flows to at or below existing levels before it is discharged through the gas station facilities.

The upstream tributary area is relatively narrow (1,000 to 3,000 feet wide), is approximately 6,000 feet in length with an approximate slope of about 0.0028 and covers an area of approximately 275 acres (refer to attachment B of Appendix C). Curb, gutter, and storm drains extend along the east side of South Watt Avenue and along the north side of Jackson Road/SR 16, and there is a roadside ditch with inlets to a 54-inch storm drain along the south side. There is significant upstream storage available for attenuation, and there are no defined overflow release paths that would create significant overflows at the intersection of South Watt and Jackson Road/SR 16. As such the centerline of Jackson Road/SR 16 would remain dry during a 100-year storm event.

Hydraulic modeling was conducted for the project, and the modeling indicated the project would not substantially change flows with implementation of the proposed project (refer to Table 2 of Appendix C).

DISCUSSION OF PROJECT IMPACTS

The project site is not located within a 100-year floodplain or any special flood hazard area. Based on the modeling results, the proposed facilities would not significantly impact any upstream or downstream areas, nor would the proposed project result in impacts related to existing properties upstream or downstream during a 100-year storm. Therefore, impacts related to existing drainage patterns, drainage systems, flood potential, and flood flows are **less than significant**.

GROUNDWATER

The project site is located within the Sacramento Groundwater Basin.[16] However, the proposed project would not require excavation to a depth that would encounter groundwater during construction. Additionally, the proposed project would not involve any direct extraction of groundwater. Development of the proposed project would increase the amount of impervious surfaces at the project site, which could affect the rate of runoff from the site during project operation. However, as further discussed below, project

[16] Sacramento Groundwater Authority, Sacramento Region North Groundwater Basin Map, available at: https://www.sgah2o.org/our-groundwater/, accessed May 31, 2023.

design features would include areas of open space and landscaping, stormwater planter facilities, catch basins, and stormwater filters to manage runoff water. Furthermore, the project would be required to implement low impact development features to minimize runoff, which would ensure that operation of the project would not substantially interfere with groundwater recharge. Therefore, impacts related to groundwater supplies and recharge would be **less than significant**.

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) which prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. The ordinance applies to all private and public projects located 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 that describes erosion and sediment control best management practices (BMPs) that would be implemented during construction to prevent sediment from leaving a project site and entering the County's storm drain system or local receiving waters.

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).[17] CGP permits are issued by the State Water Resources Control Board (State Board) and enforced by the Regional Water Board. Permits are obtained by submitting a Notice of Intent (NOI) to the State Board

[17] California Water Board, 2023. Construction Stormwater Program. Available at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml Accessed July 8, 2023.

prior to construction and verified by receiving a Water Discharger Identification (WDID) number. 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 number has been obtained and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the CGP, the County has 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 proposed project would be required to 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 are considered the *first line of defense* to keep soil from being mobilized in wind and water. Examples of erosion controls include stabilized construction entrances, tackifier mulch, 3-step hydroseeding, spray-on soil stabilizers, and anchored blankets. Sediment controls are considered the *second line of defense* by helping to filter sediment out of runoff before it reaches the storm drains and local waterways. Examples of sediment controls 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 proposed project would be required to implement BMPs to keep other construction-related wastes and pollutants out of the storm drains. Such BMPs could 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.

Overall, 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. The project proponent could desire to conduct settling column tests, in addition to other soils testing, to ascertain whether conventional BMPs will work for the project site.

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 would be subject to enforcement action and possible fines by the County and the Regional Water Board.

EROSION AND GRADING CONCLUSION

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

OPERATION: STORMWATER RUNOFF

The proposed project's total disturbed area would be approximately 3.81 acres. Development and urbanization could 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 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 are required to be mitigated by requiring appropriate runoff reduction and pollution prevention controls to minimize runoff and keep runoff clean for the life of the proposed project.

The County requires that projects include source and/or treatment control measures on selected new development and redevelopment project sites. Source control BMPs are designed to keep pollutants from contacting site runoff. Examples of source controls 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 designed to remove pollutants that are already mobilized in runoff. Examples of treatment control measures 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. Project proponents can also consider the use of "low impact development" techniques designed to reduce the amount of imperviousness on the site, to reduce the volume of runoff and, therefore, 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).

According to a stormwater quality report prepared for the project (Appendix D), the proposed development at the project site consists of approximately 3.19 acres of new impervious cover. However, project design features would include areas of open space and landscaping, stormwater planter facilities, catch basins, and stormwater filters to treat and release runoff water. As shown in Appendix D of the stormwater quality report, the project includes approximately 20,106 square feet of new pervious areas, including stormwater planter facilities located on the south and east sides of the proposed access road and along the northwest corner of South Watt and Jackson Road/SR 16. In addition, open space and landscaping areas would also be located at the corner of South Watt and Jackson Road/SR 16, along the west side of South Watt Avenue and along the north side of Jackson Road/SR 16.

Additionally, low impact development (LID) measures and Treatment Control Measures are required of all projects exceeding the impervious surface threshold the Design Manual. However, the project is located in an area that is exempt from hydromodification requirements (Chapter 5, Figure 3-1, of the Design Manual). However, the proposed project would utilize a combination of landscape areas and bioretention areas to meet the LID requirement. Furthermore, the final selection and design of post-construction stormwater quality control measures would be subject to the approval of the County Department of Water Resources.

Project compliance with water quality 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.

A Biological Resources Assessment completed by Helix Environmental Planning in August 2022 was prepared for this project and is included as Appendix E to this Initial Study. In addition, an Arborist Report completed by Helix Environmental Planning in August 2022 was prepared for this project and is included as Appendix F to this Initial Study.

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 Murietta.

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

CONSISTENCY WITH THE SOUTH SACRAMENTO COUNTY HABITAT CONSERVATION PLAN

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

The SSHCP includes a baseline map that outlines landcover types which are an interpretation of habitat based on remote sensing analysis over a number of years prior to adoption of the SSHCP. Therefore, these land cover types are intended to serve as a guide as to what could be present on the project site and are intended to be updated. During the local impact authorization process, project-specific survey and wetland delineation data would refine these land cover types and calculate project-specific mitigation impact fees.

A Biological Resources Assessment was prepared for the project site (see Appendix E) and a biological reconnaissance survey was conducted on January 4 and 6 and July 22, 2022[18]. As specified by SSHCP standards, a 250-foot buffer of the project site boundary was included in the surveys, representing the overall Study Area, which is approximately 31.62 acres in size. Biological reconnaissance surveys were conducted simultaneously with the aquatic resource delineation fieldwork. The project study area was systematically surveyed on foot to ensure total search coverage, with special attention given to portions of the study area with the potential to support special-status species (including SSHCP covered species) and sensitive habitats. The biological reconnaissance survey also included a delineation of potentially jurisdictional Waters of the U.S. and wetlands as defined by the U.S. Army Corps of Engineers.

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

Landcover types requiring mitigation under the SSHCP that occur on the site include valley grassland (2.013 acres) and seasonal wetland (0.292 acre) (see Plate IS-7 below). Other landcover types on the project site include recreation/landscaped (0.205 acre), disturbed (1.946 acres), and major roads (0.056 acre). It is also noted that approximately 0.18 acre of upland ditch occurs on the project site but is not hydrologically connected to other aquatic resources on the site. The applicant would be required to obtain a signed

[18] Helix Environmental Planning, 2022. *Maverik Gas Station at South Watt Avenue and Jackson Road Project, Biological Resources Assessment*. Prepared for Maverik. August 2022.

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

Special Status Species

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

The SSHCP land cover type data from the Biological Resources Assessment (Appendix E) indicates that the project site contains 2.013 acres of valley grassland and 0.292 acres of seasonal wetland, which is classified as a vernal pool by the SSHCP. The species discussions below focus on those special status species that have probability to occur with the valley grassland and seasonal wetland land covers.

Dwarf Downingia

There are no documented California Natural Diversity Database (CNDDB) records of this species occurring within five miles of the study area. Additionally, the study area is not located within the SSHCP modeled habitat for this species. However, there is marginal habitat present for this species within the roadside ditch along Jackson Road and the along the margins of the disturbed landcover associated with the industrial pond in the western portion of the study area. Therefore, this species could occur within the study area.

Implementation of avoidance and minimization measures (AMMs) PLANT-1 and PLANT-2 of the SSHCP would be required to avoid potential impacts to Dwarf downingia. These measures generally consist of pre-construction surveys to determine if these species are present in the study area prior to construction and measures to avoid impacts if found.

Sanford's Arrowhead

There are two reported occurrences in the CNDDB within one mile of the study area. There is marginal habitat present for this species within the roadside ditch along Jackson Road and the industrial pond in the study area. Therefore, this species could occur within the study area.

Implementation of AMMs PLANT-1 and PLANT-2 of the SSHCP would be required to avoid potential impacts to Sanford's arrowhead. These measures generally consist of pre-

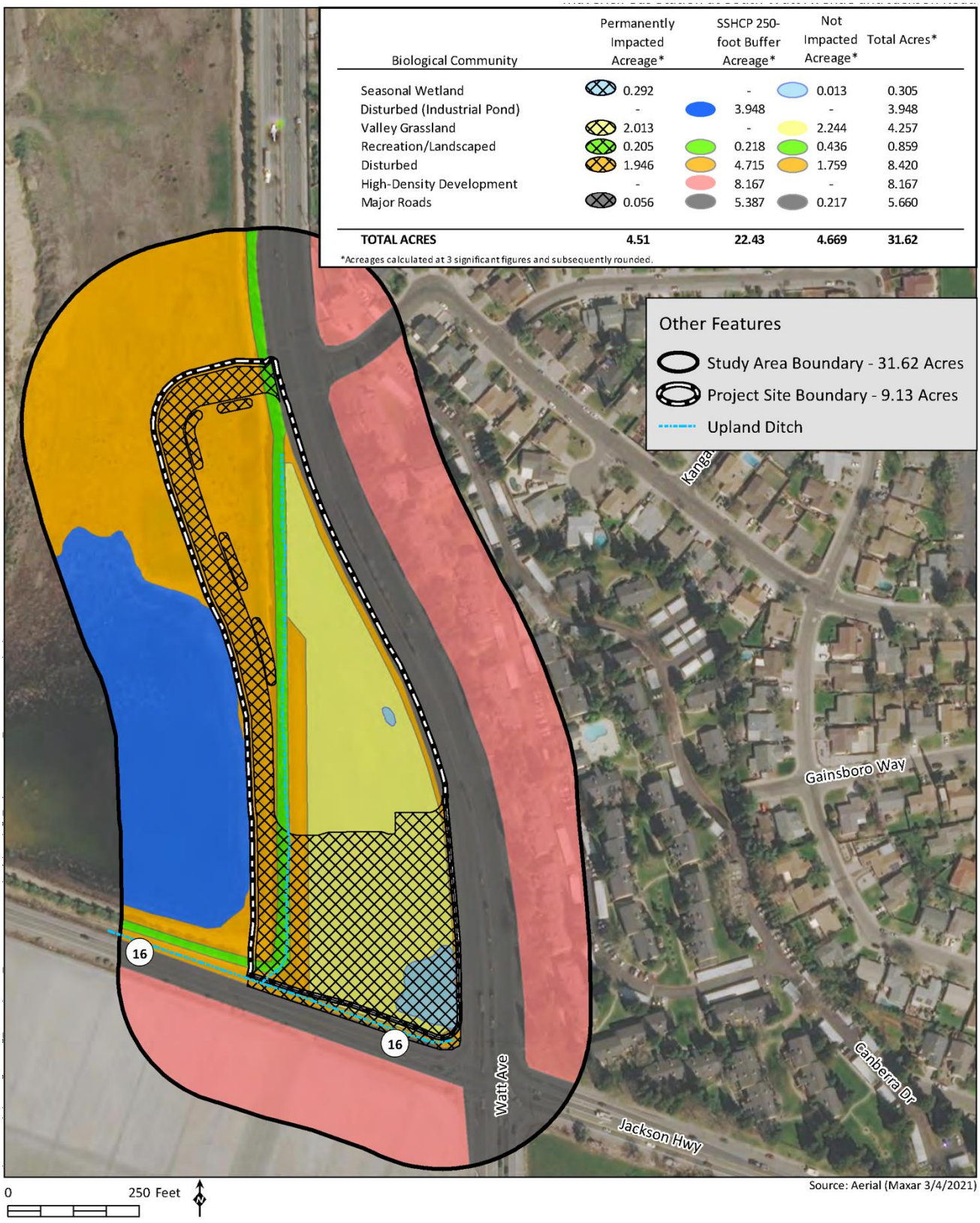
construction surveys to determine if these species are present in the study area prior to construction and measures to avoid impacts if found.

VERNAL POOL TADPOLE SHRIMP

There are several CNDDB records for vernal pool tadpole shrimp within a 5-mile radius of the study area, with the closest reported occurrence in the CNDDB being approximately 2.5 miles east of the study area, which detected this species in natural and created vernal pools. Additionally, the Study Area is located in modeled habitat for this species (SSHCP). Based on the topography and plant species composition of the seasonal wetlands (vernal pool) and ditches in the study area, they are likely too shallow and ephemeral in nature to support the life cycle of this species and are more likely to be inundated for a short period following precipitation events. However, common invertebrate species were observed within the seasonal wetlands (vernal pool) at the time of the site visit. Therefore, this species cannot be completely excluded from consideration without protocol-level surveys and are presumed to have potential to occur within the study area.

The project applicant would seek incidental take coverage for listed vernal pool tadpole shrimp through the SSHCP and would pay the appropriate fee for impacts to seasonal wetlands (0.292 acre) and valley grassland (2.013 acres) habitat on the site. Preliminarily, it is assumed that only the southeastern seasonal wetland near the intersection of Watt Avenue and Jackson Road, would be directly impacted by the proposed project (see Plate IS-7). Payment of SSHCP fees for impacts would mitigate for loss of habitat for these species.

Plate IS-7: Landcover Types



WESTERN SPADEFOOT

Seasonal wetlands (vernal pool) in the study area could provide breeding habitat for this species, specifically the industrial pond in the western portion of the study area. Although the pond is not located within the proposed project footprint, adults of this species could occur in the adjacent upland habitat within the proposed footprint of the project. The closest reported occurrence in the CNDDB is approximately 1.3 miles east of the study area, however the occurrence is dated from 1925. There are no other documented occurrences within five miles of the study area. Additionally, the study area is located in SSHCP modeled habitat for this species. Given the information above, this species could occur within the study area.

Implementation of AAMs WS-1 – WS-6 of the SSHCP would be required to avoid potential impacts to western spadefoot. WS-1 limits ground disturbance in modeled western spadefoot habitat to after May 15 and before October 15, which is outside of the breeding and dispersion season, to the maximum extent practicable. If construction occurs in modeled western spadefoot habitat during the western spadefoot breeding and dispersion season, the following measures should be followed: installation of exclusion fencing, biological monitoring, and implementation of the western spadefoot encounter protocol if an individual is detected. Additional measures within modeled western spadefoot habitat include avoidance of species entrapment in steep-walled holes or trenches and use of non-entangling erosion control materials. Payment of fees for impacts to seasonal wetland and valley grassland habitat would mitigate for loss of potential aquatic and upland habitat for this species.

WESTERN POND TURTLE

Western pond turtles were not observed in the study area during the biological surveys. The nearest CNDDB record is located approximately 2.5 miles east of the study area, which documented one individual within Morrison Creek in 1991. The industrial pond in the western portion of the study area provides suitable habitat for this species. In addition, western pond turtle could use the adjacent disturbed landcover as upland nesting habitat. Therefore, western pond turtle could occur within the study area.

Implementation of AAMs WPT-1 – WPT-9 of the SSHCP would be required to avoid potential impacts to western pond turtle. WPT-1 would be required for covered activities mapped within modelled habitat for western pond turtle (WPT), which includes delineating WPT aquatic habitat within 300 feet of the project footprint by a qualified biologist. The third-party proponent would be required to provide a map of the delineated habitat to the Local Land Use Permittees and the Implementing Entity. The delineated habitat is also required to be included on plans that are submitted to the Local Land Use Permittee, which would assist the applicant in finalizing the project design. Covered Activities could occur throughout the year as long as WPT habitat is identified and fully avoided, otherwise Covered Activities must comply with the following (WPT-2 to WPT-9): avoid WPT's active season by limiting construction and ground-disturbing activities to initiate after May 1 and commence prior to September 15, biological monitoring, dewatering and exclusion (if working within WPT aquatic habitat), WPT entrapment avoidance, erosion control measures, vehicular speed limits in modeled upland habitat (20 miles per hour), implementation of WPT encounter protocol if an individual is detected, and post-

construction restoration of temporarily filled/impacted areas to pre-project conditions. Payment of fees for impacts to valley grassland habitat will mitigate for loss of potential upland habitat for this species.

COOPER'S HAWK

There is suitable nesting habitat in the study area within the recreation/landscaped community (redwood windrow) and foraging habitat within the disturbed and valley grassland communities. Therefore, this species could occur within the study area.

Implementation of AAMs RAPTOR-1 – RAPTOR-4 of the SSHCP would be required to avoid potential impacts to Cooper's hawk. RAPTOR-1 is required if modeled habitat for a covered raptor species is present within a Covered Activity's project footprint, or within a 0.25-mile buffer of the project and includes surveys by an approved biologist to determine if potential nesting sites are present within or near the project site. Adjacent parcels under different land ownership would be surveyed only if access is granted or if the parcels are visible from authorized areas. RAPTOR-2 consists of pre-construction surveys to determine if active nests are present within the project footprint or within 0.25 mile of the project footprint. Pre-construction surveys would include two site visits within 30 days and 3 days prior to ground disturbing activities. If a nest is encountered during the pre-construction survey, then RAPTOR-3 and RAPTOR-4 would be implemented, which includes the establishment of a 0.25-mile construction buffer and biological monitoring of active nests until the young have fledged, or the nest is determined to be inactive. Payment of fees for impacts to valley grassland habitat and protected trees subject to removal would mitigate for loss of potential foraging and nesting habitat for these species.

SWAINSON'S HAWK

The study area provides suitable foraging habitat and trees adjacent to the study area provide suitable nesting habitat for this species. Additionally, the study area is located within SSHCP modeled foraging habitat for this species. The nearest documented occurrence of this species is approximately two miles to the east, which was associated with an active nest in 2010 along a row of roadside trees at a former gravel mine. Therefore, this species could occur within the study area.

Implementation of AAMs SWHA-1 – SWHA-4 of the SSHCP would be followed to avoid potential impacts to Swainson's hawk. SWHA-1 would be required if modeled habitat for Swainson's hawk is present within a covered activity's project footprint, or within 0.25 mile of a project footprint, and includes an approved biologist conducting a survey to determine if existing or potential nesting sites are present within the project footprint and adjacent areas within 0.25 mile of the project footprint. Adjacent parcels under different land ownership would be surveyed only if access is granted or if the parcels are visible from authorized areas. Nest sites are often associated with Riparian land cover, but also include lone trees in fields, trees along roadways, and trees around structures. The Third-Party Project Proponent would map all existing and potential nesting sites and provide these maps to the Local Land Use Permittees and Implementing Entity. Nesting sites would also be noted on plans that would be submitted to a Local Land Use Permittee.

SWHA-2 consists of pre-construction surveys by an approved biologist for nesting Swainson's hawk within the project footprint, and a 0.25-mile buffer of the project footprint,

if construction would occur during the active breeding season (March 1 through September 15). Pre-construction surveys would include two site visits within 30 days and 3 days prior to ground disturbing activities. If a nest is encountered during the pre-construction survey, then SWHA-3 and SWHA-4 would be implemented, which includes the establishment of a 0.25-mile construction buffer and biological monitoring of active nests until the young have fledged, or the nest is determined to be inactive. Payment of fees for impacts to valley grassland habitat and trees will mitigate for loss of potential foraging and nesting habitat for this species.

NORTHERN HARRIER

There are no CNDDB records for this species within a 5-mile radius of the study area. The study area is located within SSHCP modeled habitat for this species. Valley grassland in the study area is mowed and low growing, which would not provide cover or protection for nesting harriers; however, there is suitable nesting habitat in the disturbed community amongst the scattered coyote brush shrubs and transition into the industrial pond. Therefore, this species could occur within the study area.

Implementation of AAMs RAPTOR-1 – RAPTOR-4 of the SSHCP would be required to avoid potential impacts to Northern harrier. RAPTOR-1 is required if modeled habitat for a covered raptor species is present within a Covered Activity's project footprint, or within a 0.25-mile buffer of the project and includes surveys by an approved biologist to determine if potential nesting sites are present within or near the project site. Adjacent parcels under different land ownership would be surveyed only if access is granted or if the parcels are visible from authorized areas. RAPTOR-2 consists of pre-construction surveys to determine if active nests are present within the project footprint or within 0.25 mile of the project footprint. Pre-construction surveys would include two site visits within 30 days and 3 days prior to ground disturbing activities. If a nest is encountered during the pre-construction survey, then RAPTOR-3 and RAPTOR-4 would be implemented, which includes the establishment of a 0.25-mile construction buffer and biological monitoring of active nests until the young have fledged, or the nest is determined to be inactive. Payment of fees for impacts to valley grassland habitat and protected trees subject to removal would mitigate for loss of potential foraging and nesting habitat for these species.

WHITE-TAILED KITE

The study area provides suitable foraging and nesting habitat for this species. Two white-tailed kites were observed foraging along the industrial pond and roosting in the redwood windrow. Therefore, this species could occur within the study area.

Implementation of AAMs RAPTOR-1 – RAPTOR-4 of the SSHCP would be required to avoid potential impacts to White-tailed kite. RAPTOR-1 is required if modeled habitat for a covered raptor species is present within a Covered Activity's project footprint, or within a 0.25-mile buffer of the project and includes surveys by an approved biologist to determine if potential nesting sites are present within or near the project site. Adjacent parcels under different land ownership would be surveyed only if access is granted or if the parcels are visible from authorized areas. RAPTOR-2 consists of pre-construction surveys to determine if active nests are present within the project footprint or within 0.25 mile of the project footprint. Pre-construction surveys would include two site visits within

30 days and 3 days prior to ground disturbing activities. If a nest is encountered during the pre-construction survey, then RAPTOR-3 and RAPTOR-4 would be implemented, which includes the establishment of a 0.25-mile construction buffer and biological monitoring of active nests until the young have fledged, or the nest is determined to be inactive. Payment of fees for impacts to valley grassland habitat and protected trees subject to removal would mitigate for loss of potential foraging and nesting habitat for these species.

LOGGERHEAD SHRIKE

Suitable nesting habitat in shrubs and trees is present in the study area, and the study area contains SSHCP modeled foraging and nesting habitat for this species. Foraging habitat is present throughout the valley grassland and disturbed habitats with barbed wire along the chain link fence for caching food, as is common for this species. Therefore, this species could occur within the study area.

Implementation of AAMs RAPTOR-1 – RAPTOR-4 of the SSHCP would be required to avoid potential impacts to Loggerhead shrike. RAPTOR-1 is required if modeled habitat for a covered raptor species is present within a Covered Activity's project footprint, or within a 0.25-mile buffer of the project and includes surveys by an approved biologist to determine if potential nesting sites are present within or near the project site. Adjacent parcels under different land ownership would be surveyed only if access is granted or if the parcels are visible from authorized areas. RAPTOR-2 consists of pre-construction surveys to determine if active nests are present within the project footprint or within 0.25 mile of the project footprint. Pre-construction surveys would include two site visits within 30 days and 3 days prior to ground disturbing activities. If a nest is encountered during the pre-construction survey, then RAPTOR-3 and RAPTOR-4 would be implemented, which includes the establishment of a 0.25-mile construction buffer and biological monitoring of active nests until the young have fledged, or the nest is determined to be inactive. Payment of fees for impacts to valley grassland habitat and protected trees subject to removal would mitigate for loss of potential foraging and nesting habitat for these species.

WESTERN RED BAT

There are no CNDDB records for this species within a 5-mile radius of the study area. However, the study area is located within SSHCP modeled foraging habitat for this species and there is suitable roosting habitat on and/or adjacent to the site for this species and suitable foraging habitat along the industrial pond. Given this information, this species could occur within the study area.

Implementation of AAMs BAT-1 – BAT-4 of the SSHCP would be required to avoid potential impacts to western red bat. BAT-1 would be required if modeled habitat for western red bat is present within 300 feet of a Covered Activity's project footprint and includes surveys by an approved biologist for potential winter hibernaculum sites within the project footprint and a 300-foot buffer of the project footprint. Adjacent parcels under different land ownership would be surveyed only if access is granted or if the parcels are visible from authorized areas.

BAT-2 consists of pre-construction surveys to determine if winter hibernaculum sites are present within the project footprint or within 300 feet of the project footprint. Pre-construction surveys include one visit 3 days prior to ground disturbing activities and would be conducted during the winter hibernaculum season (November 1 through March 31). If an active winter hibernaculum site is encountered during the pre-construction survey, then BAT-3 and BAT-4 would be implemented. BAT-3 includes the establishment of a 300-foot construction buffer of active winter hibernaculum sites until bats have vacated the hibernaculum and the Implementing Entity and Wildlife Agencies concur. BAT-4 includes an approved biologist determining if non-maternity and non-hibernaculum day and night roosts are present on the project site and, if necessary, implement safe eviction methods to remove bats if direct impacts to roosts cannot be avoided. Payment of fees for impacts to valley grassland habitat and protected trees subject to removal would mitigate for loss of potential foraging and roosting habitat for these species.

NESTING MIGRATORY BIRDS AND RAPTORS

The Study Area and immediate vicinity provides nesting and foraging habitat for a variety of nesting migratory birds and common raptors such as mourning dove, California scrub jay, and red-tailed hawk. Active nests were not observed during surveys; however, a variety of birds have the potential to nest in and adjacent to the study area, in trees, shrubs and on the ground in vegetation.

DISCUSSION OF PROJECT IMPACTS

Project activities such as clearing and grubbing during the avian breeding season (February 1 through August 31) could result in injury or mortality of eggs and chicks directly through destruction or indirectly through forced nest abandonment due to noise and other disturbance. Because the proposed project could result in impacts to nesting birds, potential impacts associated with construction activities are considered **less than significant with mitigation**.

According to the Biological Assessment (Appendix E), the proposed project site contains potential habitat to support numerous special status species. The project proponent would seek incidental take coverage for impacts to special-status species through the SSHCP. Payment of the appropriate fees for impacts to habitat as well as compliance with all of the applicable AMMs contained in the SSHCP would avoid, minimize, and mitigate impacts to special-status species and their habitats that would occur as a result of implementing the proposed project. Participation in the SSHCP will ensure that project impacts are **less than significant with mitigation**.

TRIBAL CULTURAL RESOURCES

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

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with a cultural value to a California Native American tribe, that is:

  a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

  b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

TRIBAL CULTURAL RESOURCE SETTING

A Cultural Resources Technical Report was prepared for the project. Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. A Sacred Lands File Search request was submitted to the NAHC on January 12, 2022. On February 4, 2022, the NAHC indicated that the Sacred Lands File search returned positive results for the project site and provided twelve contacts of Native American tribal representatives.

DISCUSSION OF PROJECT IMPACTS

In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, formal notification letters were sent to those tribes who had previously requested to be notified of Sacramento County projects on February 7, 2022. No requests for consultation were received.

Based on the Sacred Lands File search conducted by the NAHC, the project site does have the potential for tribal cultural resources. However, no such resources were identified in the archival research, the field survey, or consultation with Native American tribal representatives. No cultural resources have been identified at the site that are listed or eligible for listing in the California Register of Historical Resources or the local register. Therefore, the proposed project would not result in a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in a state or local register of historical resources. Nonetheless, during the construction of the proposed project, unknown tribal cultural resources could potentially be encountered, particularly

during ground-disturbing activities. As such, mitigation would be implemented during construction. In addition, Sacramento County Standard Construction Measures require the inclusion of unanticipated discoveries within construction plans. Implementation of mitigation would ensure that project impacts related to inadvertent discovery of tribal cultural resources remain **less than significant with mitigation**.

HAZARDS AND HAZARDOUS MATERIALS

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

- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials.
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or environment.

HISTORIC ENVIRONMENTAL SETTING

The California State Water Resources Control Board's list of cleanup sites identifies three closed cases (SL0606787856, T0606700647, and T0606700646) at the Teichert Perkins Plant which is considered an active mining operation in the project area. A Cultural Resources Technical Report (Cultural Report) prepared for the proposed project was used to assist in understanding the potential hazards associated with historic and ongoing mining operations in the project area. The Cultural Report states the project site is located within the historical boundaries of the Teichert Perkins Plant which constitutes the former Brighton Township dating back to the 1880's. The terrain is comprised of ancient rivers that deposited fertile soils and an abundance of sand, gravel, and cobble which has provided construction materials to the greater Sacramento region over all these years. Mining operations to extract these aggregate resources began in the 1930's and continues today. Historical plat maps and United States Geological Survey quadrangle maps revealed no signs of development within the project area through 1866. Aerial photographs suggests that the project area was used for agricultural purposes from at least 1947 through 1964, at which point the northwestern corner of the project area appears cleared and with new dirt roads and paths observable, presumably associated with surface mining and/or mining material and equipment storage for Teichert Perkins Aggregate Facility (which is locate to the west of the project area). A 1984 aerial photograph shows apparent site condition changes including the northwestern corner of the project area submerged in wash ponds associated with the mining operations of Teichert Perkins Aggregate Facility and the construction and paving of Watt Avenue, which curves around to the northwest after intersecting with Jackson Road. A subsequent 1993 aerial photograph shows Watt Avenue further developed into the route it follows today. By 1998, however, it appears that the wash ponds occupying the northwestern corner of the project area had been drained. Subsequent aerial photographs suggest that this area and the rest of the project area were left fallow or ploughed into rows for agricultural use between 1998 and 2018. The aerial photo series also shows that the area

adjacent east of Watt Avenue was developed into suburban neighborhoods between 1966 and 1993, and the area adjacent south of Jackson Road was largely paved and developed into an industrial warehouse/agricultural complex. Despite these later developments on the parcels in the vicinity of the proposed project, analysis of the historic maps and aerial photograph of the project area suggests it was not used for any known purpose prior to 1947 and was kept in agriculture between 1947 and 2018. Although the project site is not part of the current mining operations, the natural landscape on the project site has been heavily modified and converted over time to include wash water basins, vegetative screens (similar to the existing tree line along the westside of the project site), and operational support areas. As a result, no undisturbed areas remain on the project site.

HAZARDS AND HAZARDOUS MATERIALS SETTING

The proposed project would consist of construction and operation of a convenience store with fuel sales, including diesel fueling for heavy commercial vehicles, on a 3.81-acre, undeveloped site located at the northwest corner of South Watt Avenue and Jackson Road. Project construction would include the installation of one underground fuel storage tank. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. The Hazardous Materials Division of the Sacramento County Environmental Management Department has been designated by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Sacramento County. As the CUPA, the Environmental Compliance Division is responsible for the implementation of six statewide environmental programs for Sacramento County, including underground storage of hazardous substances. Program implementation involves permitting and inspection of regulated facilities, providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations, investigations of complaints regarding spills or unauthorized releases and administrative enforcement actions levied against facilities that have violated applicable laws and regulations. The CUPA also coordinates with State and Federal agencies during the remediation process, when protective measures fail and a release occurs.

In the State of California, Section 65962.5 of the Government Code requires that the California Department of Toxic Substances Control (DTSC), the California Department of Public Health, and the State Water Resources Control Board (SWRCB) compile lists of all hazardous waste facilities subject to corrective action, sites included in the Abandoned Site Assessment Program, drinking water wells that contain detectable levels of organic contaminants, underground storage tanks with unauthorized releases, and solid waste disposal sites, cleanup sites, and the like. Locations of potential toxic substances and contamination in California are identified by the DTSC and the SWRCB. According to the DTSC and SWRCB databases, the project site is not identified as a hazardous materials cleanup site, nor are there any hazardous materials cleanup sites located adjacent to the project site.[19]

[19] California Department of Toxic Substances Control, EnviroStor, Accessed May 4, 2023, http://www.envirostor.dtsc.ca.gov/public/; State Water Resources Control Board, GeoTracker, Accessed May 4, 2023, https://geotracker.waterboards.ca.gov/

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

UNDERGROUND STORAGE TANK DESIGN STANDARDS

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

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

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

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

- Tank and piping made of steel having a corrosion-resistant coating and having cathodic protection.

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

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

- Tank and piping construction and corrosion protection are determined by the implementing agency to be designed to prevent the release or threatened release

of any stored regulated substance in a manner that is no less protective of human health and the environment than the options listed above.[20]

UST systems must also be designed, constructed, and installed in accordance with a national code of practice and according to manufacturer's instructions.[21]

Furthermore, all regulated tanks and piping must have release detection so that leaks are discovered quickly before contamination spreads from the UST site. Every UST system must include release detection (often also called "leak" detection) that includes one of the following methods:

1. Secondary containment and interstitial monitoring - Secondary containment provides a barrier between the tank and the environment. The barrier holds the leak between the tank and the barrier so that the leak is detected. The barrier is shaped so that a leak will be directed towards the interstitial monitor. Interstitial monitors are used to check the area between the tank and the barrier for leaks and alert the operator if a leak is suspected.

2. Internal methods including automatic tank gauging, manual tank gauging, statistical inventory reconciliation, and tank tightness testing with inventory control – for detecting releases from their UST systems.

3. External methods including monitoring for liquids on the groundwater or monitoring for vapors in the soil.[22]

DISCUSSION OF PROJECT IMPACTS

The proposed project would not expose people or structures to significant hazards or substantial adverse effects related to the hazardous materials. Businesses that handle, use, and store hazardous materials are subject to the Hazardous Material Business Plan Program, which is regulated by the Environmental Health Division of the EMD as part of the CUPA. The purpose of the program is to protect public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials and requires the preparation of a document that provides an inventory of hazardous materials onsite, emergency plans and procedures in the event of an accidental release, and training for employees on safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on what to do if materials are inadvertently released. As such, impacts related to the use and handling of potentially hazardous materials are **less than significant**.

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[20] US Environmental Protection Agency. *Underground Storage Tanks (USTs), What is Corrosion Protection?* Accessed May 4, 2023, https://www.epa.gov/ust/release-prevention-underground-storage-tanks-usts.

[21] Ibid.

[22] US Environmental Protection Agency. *Release Detection for Underground Storage Tanks (USTs) – Introduction*. Accessed July 22, 2023. https://www.epa.gov/ust/release-detection-underground-storage-tanks-usts-introduction#tankmethods

Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. Current design standards and regulatory oversight ensure that the potential for soil and groundwater contamination through tank leakage is significantly reduced when compared to older standards. If a release does occur, there are standard site remediation procedures that would be initiated to determine the extent of contamination and to clean up the site. However, the regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs would ensure that the probability of a serious release is extremely low. Therefore, impacts related to hazardous materials storage and the release of potentially hazardous materials into the environment are **less than significant**.

The convenience store and gas station would also operate within close proximity to Golden Empire Elementary School, which is approximately 1,085 feet northeast of the project site. In addition, multi-family residential zoned RD-20 is located directly across Watt Avenue from the project site and would be considered a sensitive receptor. The Sacramento Metropolitan Air Quality Management District (SMAQMD) does not have any regulations requiring a minimum distance between sensitive receptors (e.g., schools, residences) and gasoline dispensing operations (refer to discussion of Toxic Air Emissions under Air Quality above). In addition, Title 5 of the California Code of Regulations, School Facility Construction, does not identify any restrictions of school sites as related to underground storage tanks or gasoline dispensing facilities. For the purposes of this analysis, a guidance document prepared for the South Coast Air Quality Management District was reviewed. This guidance document recommended a minimum distance of 300 feet between sensitive receptors (e.g., school, residences) and large gasoline dispensing facilities.[23] Based on the lack of specific regulations relating to schools, residences, and gas station distances and based on the 300-foot distance, hazards from operation of the proposed gas station in proximity to a schools and residences are considered **less than significant**.

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY SETTING

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

[23] South Coast Air Quality Management District, Revised May 2007, Air Quality Issues in School Site Selection Guidance Document, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/school_guidance.pdf. Accessed June 4, 2023.

reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

Sacramento County's Phase 1 Climate Action Plan Strategy and Framework (Phase 1 CAP) 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 air resources in order to comply with AB 32. The Phase 1 CAP also highlights actions already taken to become more efficient, and targets future mitigation and adaptation strategies. Lastly, the CAP identifies policies/goals related to agriculture, energy, transportation/land use, waste, and water which are described further below.[24]

The agricultural section of the Phase 1 CAP identifies goals that 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 include urban forest management, water conservation programs, open space planning, and sustainable agriculture programs.

The energy section of the Phase 1 CAP identifies goals that focus on increasing energy efficiency and increasing the usage of renewable sources. Actions related to these goals include implementing green building ordinances and programs, community outreach, renewable energy policies, and partnerships with local energy producers.

The transportation/land use section of the Phase 1 CAP identifies goals that cover a wide range of topics but primarily relate to reducing vehicle miles traveled, using alternative fuel types, and increasing vehicle efficiency. Actions related to these goals include programs to increase the efficiency of the County vehicle fleet, emphasizing mixed use and higher density development, and implementing technologies and planning strategies that improve non-vehicular mobility.

The waste section of the Phase 1 CAP identifies goals that focus on reducing waste generation, maximizing waste diversion, and reducing methane emissions at the Kiefer landfill. Actions related to these goals include solid waste reduction and recycling programs, developing a regional composting facility, changing the waste vehicle fleet to use non-petroleum fuels, sequestering carbon at the landfill, and capturing methane at the landfill.

The water section of the Phase 1 CAP identifies goals to reduce water consumption, emphasize water efficiency, reduce uncertainties in water supply by increasing the flexibility of the water allocation/distribution system, and emphasize the importance of floodplain and open space protection as a means of providing groundwater recharge. Actions related to these goals include water metering, implementing water recycling programs, implementing a water use efficiency policy, conducting water efficiency audits,

[24] Sacramento County, 2011. *Sacramento County Phase 1 Climate Action Plan Strategy and Framework*. Available at: www.green.saccounty.net/Documents/sac_030843.pdf. Accessed June 1, 2023.

implementing greywater programs/policies, providing river-friendly landscape demonstration gardens, and participating in the water forum.

The Phase 1 CAP is identified as a strategy and framework document. The County adopted the Phase 2A CAP (Government Operations) in 2012. Neither the Phase 1 CAP nor the Phase 2A CAP are "qualified" plans through which subsequent projects may benefit from CEQA streamlining. The County is currently developing a Communitywide CAP which aims at fleshing out strategies involved in the strategy and framework CAP. The commitment to a Communitywide CAP is identified in General Plan Policy LU-115 and associated Implementation Measures F through J of the County General Plan Land Use Element. This commitment was made as part of 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 of the County General Plan were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. The Communitywide CAP will include an economic analysis, intensive vetting with all internal departments, community outreach/information sharing, timelines, and detailed performance measures. The Communitywide CAP is still being processed and there is no targeted date for adoption.

Thresholds of Significance

Addressing GHG generation impacts requires an agency to determine what constitutes a significant impact. The Governor's Office of Planning and Research's (OPR's) Guidance does not provide 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 this updated GHG threshold in December 2020. SMAQMD's technical support document identifies operational measures that should be applied to a project to demonstrate consistency.[25]

To be consistent with CARB's 2017 Climate Change Scoping Plan, a project must implement Tier 1 Best Management Practices. 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)

[25] SACOG, 2020. Greenhouse Gas Thresholds for Sacramento County. Available at: https://www.airquality.org/LandUseTransportation/Documents/SMAQMDGHGThresholds2020-03-04v2.pdf. Accessed June 1, 2023.

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.

After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels (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 is determined to result in a less than cumulatively considerable contribution and requires no further action.

In addition, projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions (refer to Table IS-12). Projects that do not exceed 1,100 metric tons of CO_2e per year require no further action. For projects that exceed 1,100 metric tons of CO_2e per year, compliance with BMP 3 is also required and includes:

- 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-12: Sacramento Metropolitan Air Quality Management District Threshold of Significance for Greenhouse Gases

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

Methodology

The potential amount of GHG emissions generated by the proposed project were calculated using CalEEMod, version 2020.4.0 (refer to Appendix B). 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. At the time the air quality modeling was conducted, this model was the most current emissions model approved for use in California by the SMAQMD. It should be noted that the same ITE Trip Generation numbers used for analyzing potential traffic impacts of the

proposed project were also used for analyzing GHG emission impacts. The results of the air quality modeling related to GHG emissions are discussed in the following sections.

SITE SPECIFIC ANALYSIS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

GHG emissions associated with construction activities of the project would occur for a short-term, temporary timeframe and would consist primarily of emissions from equipment exhaust. Based on the CalEEMod modeling, project construction would result in the generation of approximately 162 metric tons of CO_2e per year during construction. After construction activities conclude, generation of these GHG emissions would cease. Annual construction emissions generated by the project would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO_2e. Therefore, the proposed project would be within the screening criteria for construction-related GHG impacts, and impacts would be considered **less than significant**.

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

Operation of the project would result in GHG emissions predominantly associated with motor vehicle use. Table IS-13 summarizes all the direct and indirect annual GHG emissions level associated with the project.

Table IS-13: Operational-Related Greenhouse Gas Emissions (Metric Tons per Year)

Emissions Source	CO_2e
Area Source (landscaping)	<0.1
Energy	13.5
Mobile	675.9
Waste	6.8
Water	0.6
Total	696.9

As shown in Table IS-13, the Project would produce 696.9 metric tons of CO2e annually, primarily from motor vehicles that travel to and from the site.

CONCLUSION

The project would implement BMP 1 and BMP 2 in its entirety. As such, the project can be compared to the operational screening table. The proposed project screens out for GHG emissions based upon the SMAQMD Operational Screening Levels and as illustrated in Table IS-13. The operational emissions associated with the project are less than 1,100 MT of CO2e per year. Mitigation has been included such that the project would implement BMP 1 and BMP 2. Project impacts from GHG emissions would be **less than significant with mitigation**.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures are critical to ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

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

Applicant [Original Signature on File] _____ Date: _____

MITIGATION MEASURE A: NON-NATIVE TREE REPLACEMENT

Removal of all non-native tree canopy on the project site shall be replaced 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 replacement tree species.

MITIGATION MEASURE B: TRANSPORTATION/TRAFFIC IMPROVEMENTS

1. Prior to certificate of occupancy, at the South Watt Avenue/Canberra Drive intersection, the southbound left turn lane shall be lengthened to 210 feet to accommodate the 95th percentile queue length. Additional pedestrian crosswalks shall be installed, and the intersection shall be signed and configured to discourage truck cut-through traffic into the neighborhood, to the satisfaction of the Department of Transportation.
2. Prior to certificate of occupancy, a raised median shall be constructed along the centerline of Jackson Road to prohibit left turn movements to and from the project driveway.

MITIGATION MEASURE C: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD staff. Prior to issuing grading or construction permits the County shall verify the following measures are specified on construction contracts and/or construction documentation.

- 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 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.

- Minimize idling time by either shutting equipment off when not in use or reducing time of idling to 5 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site; and

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

MITIGATION MEASURE D: PARTICIPATION IN THE SSHCP

To compensate for impacts to approximately 2.013 acres of valley grassland and 0.292 acres of seasonal wetland (vernal pool) and potential impacts associated with special-status species and biological communities, the applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (Appendix E), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction.

Special-status species and biological communities include:

- Dwarf Downingia
- Sanford's Arrowhead
- Vernal Pool Tadpole Shrimp
- Western Spadefoot
- Western Pond Turtle
- Cooper's Hawk
- Swainson's Hawk
- Northern Harrier
- White-Tailed Kite
- Loggerhead Shrike
- Western Red Bat

MITIGATION MEASURE E: NESTING BIRD SURVEYS

The Project's construction activities shall occur, if feasible, between September 1 and January 31 (outside of nesting bird season) in an effort to avoid impacts to nesting birds.

A qualified biologist shall conduct pre-construction nesting bird surveys of suitable habitats in the project area within 7 days before the start of ground disturbing activities if construction is scheduled during the nesting season (February 1 to August 31). The survey area shall include the project footprint and 300-foot radius for raptors and a 100-foot radius for other birds protected under the MBTA.

If an active nest is discovered outside of the typical nesting season, a qualified biologist shall determine appropriate construction setback distances based on applicable CDFW and/or USFWS guidelines and/or the biology of the species in question. Construction buffers shall be identified with flagging, fencing, or other easily visible means, and shall be maintained until the biologist has determined that the young have fully fledged and are foraging independently of their parents.

Should construction activities cause the nesting migratory bird or raptor to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior by the migratory bird or raptor. The exclusionary buffer should remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

MITIGATION MEASURE F: INADVERTENT DISCOVERY OF CULTURAL RESOURCES

In the event that potential archaeological or cultural resources are discovered during project's ground disturbing activities, work shall be halted until a qualified archaeologist may evaluate the resource.

1. 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.

    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 cultural resource is encountered, then the archaeologist, 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 G: INADVERTENT DISCOVERY OF 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 potential tribal cultural resources (TCRs) discovered during project's ground disturbing activities, work shall be halted until a qualified 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. 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 tribal monitor conducts sufficient research and data collection to make a determination that the resource is not cultural in origin.

    b. If a potentially-eligible tribal cultural resource is encountered, then the 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 H: INADVERTENT DISCOVERY OF PALEONTOLOGICAL RESOURCES

In the event that potential paleontological resources are discovered during project's ground disturbing activities, work shall be halted until a qualified archaeologist may evaluate the resource.

1. In the event of an inadvertent discovery of paleontological 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.

    a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist 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 paleontological resource is encountered, then the archaeologist, 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 I: GREENHOUSE GASES

The project is required to incorporate the Tier 1 Best Management Practices or propose Alternatives that demonstrate the same level of GHG reductions as BMPs 1 and 2, listed below.

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

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

- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.

    - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)

    - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations.

MITIGATION MEASURE COMPLIANCE

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

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $8,100.00. 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:

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.

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.

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 AND PLANNING** - Would the project:					
a. Physically divide an established community?				X	The project will not create physical barriers that substantially limit movement within or through the community. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Therefore, no impact would occur.
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is consistent with the of heavy industrial (M-2) zoning and land use designations at the site. Additionally, the proposed project would require a conditional use permit from the Board of Supervisors for a new auto service station (Sacramento County Zoning Code Section 3.2.5, Table 3.1). The granting of the conditional use permit would allow the proposed uses on the project site at the time of project operation. The granting of the conditional use permit would not result in impacts to the physical environment beyond those described throughout this document. Therefore, implementation of the proposed project would be consistent with environmental policies of the Sacramento County General Plan, Cordova Community Plan, and Sacramento County Zoning Code at the time of project operation, and the impact would be less than significant.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
2. POPULATION AND HOUSING - Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	The proposed project would not include development of housing. Additionally, the proposed gas station and convenience store would serve the existing population in the area. Furthermore, the proposed project would not result in the extension of roads or other infrastructure that would include unplanned population growth. Therefore, the proposed project would not directly nor indirectly induce substantial unplanned population growth, and no impact would occur.
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	The project site is currently vacant and does not contain housing or residential uses. As such development of the proposed project would not result in the removal of existing housing or displacement of substantial amounts of existing housing. No impact would occur.
3. AGRICULTURE AND FORESTRY RESOURCES - Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				X	The project site is not designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Farmland of Local Potential, or Grazing Land as identified by the California Department of Conservation's California Important Farmland Finder.[26] Therefore, the project would have no impact on such resources.
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	The project site is designated as heavy industrial (M-2) under the Cordova Community Plan and Sacramento County Zoning Code Properties designated as M-2 are areas that include heavy manufacturing and treatment of goods and less intensive industrial uses that are typically located in business parks, and research and development

[26] California Department of Conservation Farmland Mapping and Monitoring Program. 2022. https://maps.conservation.ca.gov/dlrp/ciff/. Accessed May 2, 2023.

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					complexes. In addition, the heavy industrial use designation includes light industrial uses such as auto service and repair, equipment rentals and sales, and gas station facilities.[27] The proposed project would include operation of a gas station and convenience store, which are compatible with the urbanized environment in which the project is proposed. The project site is not enrolled in a Williamson Act contract.[28] Therefore, the project site would not conflict with existing zoning for agricultural use and no Williamson Act contracts apply to the project site. No impact would occur.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	No portion of the project site or surrounding area is identified as farmland. Additionally, no portion of the project site or surrounding area is designated as forest land. Therefore, the proposed project would not change the existing environment in a way that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

[27] Sacramento County, Code 17.220.310 M-2 Zone, Permitted Uses, https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_17-division_ii-chapter_17_220-article_iii-17_220_310. Accessed May 2, 2023.

[28] Sacramento County, Sacramento County Open Data GIS Mapper. February 12, 2023. https://data-sacramentocounty.opendata.arcgis.com/datasets/199810930ef9465a9a1ae0315e5a7535_0/explore?location=38.376825%2C-121.419280%2C10.40. Accessed May 2, 2023.

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4. AESTHETICS - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?		X			According to the Arborist Report (Appendix F), implementation of the proposed project (i.e., gas station, convenience store, private 'bypass' road, parcel B development) would require the removal of 101 non-native trees. Removal of non-native tree canopy for development is required to be mitigated by creation of new tree canopy equivalent to the acreage of the tree canopy removed, consistent with Policy CO-145 of the Sacramento County General Plan. Mitigation Measure A would be implemented to require the project to replace tree canopy lost to development on the project site. Refer to the Aesthetics discussion in the Environmental Effects section above.
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 located in an urbanized area.[29] Although the project site is currently vacant and undeveloped, it is located along a highly urbanized area that includes residential uses to the east, industrial uses to the west and north, and a mixture of planned uses to the south (e.g., residential, commercial, and agricultural). Therefore, no impact would occur.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		The project site is zoned heavy industrial (M-2) and would be required to comply with M-2 Zoning District development standards set forth in the Sacramento County Zoning Code. The proposed project would include operation of a gas station and convenience store, which are compatible with the urbanized environment in which the project is proposed. Therefore, the proposed project would not substantially degrade the visual character or quality of the project site or vicinity.

[29] Sacramento Area Council of Governments. nd. https://www.sacog.org/sites/main/files/file-attachments/sacramento_uza.pdf. Accessed May 2, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 would result in a new source of lighting with implementation of the proposed project (e.g., gas station, convenience store), but will not result in safety hazards or adversely affect day or nighttime views in the area, including at residences to the east. A less than significant impact will result. Refer to the Aesthetics discussion in the Environmental Effects section above.
5. AIRPORTS - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project site is located approximately 3 miles west of Mather Airport and located in the airport's influence area (Review Area 2). Review Area 2 represents the combined area of the airport's 14 Code of Federal Regulations (CFR) Part 77 imaginary airspace surfaces and overflight notification area. However, the project would not construct any structures that would penetrate any imaginary surfaces for aircraft operations (i.e., primary, approach, transitional, horizontal, conical).[30] Therefore, no impact would occur.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	According to the Mather Airport Noise Contour Map prepared for the Sacramento Area Council of Governments Airport Land Use Compatibility Plan, the project site is not located within any noise contours of the airport.[31] Therefore, no impact would occur.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	Implementation of the proposed project would not affect navigable airspace. No impact would occur.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or				X	The proposed project would not involve any activities that could affect air traffic patterns or movement. No impact would occur.

[30] Sacramento County Association of Governments, 2022. *Final Mather Airport Land Use Compatibility Plan*. Prepared by ESA. August 2022.

[31] Sacramento County Association of Governments, Draft Mather Airport, Airport Land Use Compatibility Plan, September 2020, Noise Policy Map, Figure 4-1, p. 4-4.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
a change in location that results in substantial safety risks?					
6. **PUBLIC SERVICES -** Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider, California American Water District (Cal Am), has adequate capacity to serve the water needs of the proposed project. According to the 2020 Urban Water Management Plan, Cal AM's water sources are provided by the City of Sacramento, and the City's water facilities, which produce, treat, store, and deliver water supplies to the region. The City's water sources include treated surface water diverted from the Sacramento and American Rivers, and water from its groundwater wells throughout its water service area. Based on anticipated population growth and future planned development, the City anticipates an approximate 32 percent increase by 2045. As stated in the 2020 Urban Water Management Plan, the city is well-positioned to continue to meet the region's water needs and would be able to withstand the effects of a single dry year and 5-year drought during any period between 2025 to 2045.[32] Therefore, the City would have sufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts would be less than significant.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project			X		The Sacramento Area Sewer District (SacSewer) provides wastewater collection and conveyance to the urbanized, unincorporated area of Sacramento County and has adequate wastewater treatment and disposal capacity to service the proposed project. According to the SacSewer's 2020 System Capacity Plan (SCP), the focus of the SCP is to update the conceptual plans for providing sewer service

[32] City of Sacramento, 2020 Urban Water Management Plan, May 2021, Executive Summary, https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/R---038---City-of-Sacramento-Draft-2020-UWMP---05-18-21.pdf?la=en. Accessed June 5, 2023.

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					to future developments. Land use and respective land use densities are used by SacSewer to estimate unit wastewater capacity for future developments.[33] As the proposed project consists of a convenience store and gas station, wastewater service demands would not be substantially significant. Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension. Therefore, impacts would be less than significant.
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 2077.[34] The project site is currently vacant. As such, construction demolition debris would be minimal. During operation, the increase in visitors to the site over existing conditions would result in an increase in solid waste generation. Large volumes of solid waste generation are typically associated with residences and large offices. The proposed project would not include these uses and is not anticipated to generate a large net increase in solid waste generation. Thus, a substantial increase in solid waste generation would not be expected to occur, and the existing remaining landfill capacity would accommodate the proposed Project. Operational impacts related to landfill capacity would be less than significant.
d. Result in substantial adverse physical impacts associated with the construction of new water			X		The proposed project consists of the development of a new convenience store and gas station, which includes

[33] Sacramento Area Sewer District, 2020, System Capacity Plan Update, https://www.sacsewer.com/sites/main/files/file-attachments/2020_scp_final_report_20210108.pdf?1615570170. Accessed June 5, 2023.

[34] Sacramento County Department of Waste Management and Recycling, Integrated Solid Waste Management Systems, 2012, p. 7. https://wmr.saccounty.gov/Documents/SWANA%20Award%20App.pdf. Accessed May 8, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
supply or wastewater treatment and disposal facilities or expansion of existing facilities?					approximately 3.81 acres of new impervious cover. Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas. The extension of existing utility lines to serve the project would occur as part of the project construction activities discussed throughout this document. No significant new impacts would result from service line extensions. Therefore, impacts would be less than significant.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		The proposed project consists of the development of a new convenience store and gas station, which includes approximately 3.81 acres of new impervious cover. Project design features would include areas of open space and landscaping, stormwater planter facilities, catch basins, and stormwater filters to treat and release runoff water. Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas. The extension of existing utility lines to serve the project would occur as part of the project construction activities discussed throughout this document. No significant new impacts would result from service line extensions. Therefore, impacts would be less than significant. Refer to the Hydrology and Water Quality discussion in the Environmental Effects Section above.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		The proposed project consists of the development of a new convenience store and gas station, which includes approximately 3.81 acres of new impervious cover. Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas. The extension of existing utility lines to serve the project would occur as part of the project construction activities discussed throughout this document. No significant new impacts would

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					result from service line extensions. Therefore, impacts would be less than significant.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would not interfere with any known emergency response or evacuation plan. Primary emergency evacuation routes in Sacramento County consist of all major interstates, highways, and prime arterials (a six-lane divided roadway).[35] The proposed project is located along an emergency route (SR 16) and is approximately 1.3 miles south of US Route 50. Construction activities would occur within the project site boundaries and along South Watt Avenue and Jackson Road/SR 16. Impacts related to construction activities would be temporary and would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no long-term impacts would result from operation of the proposed project. The impact would be less than significant.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The proposed project would not generate population growth that could result in the generation of new students. Therefore, no impacts to schools would occur.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	Residential development typically has the greatest potential to result in impacts to parks since these types of developments generate a permanent increase in residential population. As stated previously, the proposed project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand for local and regional park facilities. Therefore, no impact would occur.

[35] Sacramento County Office of Emergency Services Evacuation Annex, Sacramento County Evacuation Plan, 2018, https://sacoes.saccounty.gov/EmergencyManagement/Documents/SAC%20Evacuation%20Plan%20FINAL%202018%20with%20appendicies.pdf. Accessed June 5, 2023.

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7. **TRANSPORTATION -** Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		The project would not conflict with or is inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). The proposed project is considered locally serving retail and is not subject to VMT analysis. Therefore, impacts would be less than significant. Refer to the Transportation discussion in the Environmental Effects section above.
b. Result in a substantial adverse impact to access and/or circulation?		X			The project would result in the redesign of the existing roadway system to improve circulation and access at the intersections of Watt Avenue/Canberra Drive and South Watt Avenue/Jackson Road. In addition, traffic improvements, including widening South Watt Avenue from Jackson Road to Florin Road to 4 lanes with bicycle, pedestrian, and transit accommodations would be constructed in the Fiscal Year 2023/24 as part of the South Watt Avenue Capital Improvement Project (CIP). The CIP and future improvements, including widening South Watt Avenue into a 6-lane facility, will result in decreased hazards and improved level of service. In addition, Mitigation Measure B would be implemented to require the project to construct additional roadway improvements which would reduce project impacts to less than significant. Refer to the Transportation discussion in the Environmental Effects section above.
c. Result in a substantial adverse impact to public safety on area roadways?		X			The project would result in the redesign of the existing roadway system to improve circulation and access at the intersections of South Watt Avenue/Canberra Drive and South Watt Avenue/Jackson Road. In addition, traffic improvements, including widening South Watt Avenue from Jackson Road to Florin Road to 4 lanes with bicycle, pedestrian, and transit accommodations would be constructed in the Fiscal Year 2023/24 as part of the South Watt Avenue Capital Improvement Project (CIP). The CIP and future improvements, including widening South Watt

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					Avenue into a 6-lane facility, will result in decreased hazards and improved level of service. In addition, Mitigation Measure B would be implemented to require the project to construct additional roadway improvements which would reduce project impacts to less than significant. Refer to the Transportation discussion in the Environmental Effects section above.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project would 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. 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.
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 would not exceed the screening thresholds established by the SMAQMD and would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. The California Emissions Estimator Model (CalEEMod) was used to analyze emissions of criteria pollutants and precursors; the project would not result in emissions that exceed standards. Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant. Refer to the Air Quality discussion in the Environmental Effects section above.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		The project would not result in exposure of sensitive receptors to significant quantities of toxic air contaminants or substantial localized criteria pollutant and precursor concentrations. Impacts related to exposure of sensitive receptors to substantial pollutant concentrations, or other

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					emissions such as odors, would be less than significant. Refer to the Air Quality discussion in the Environmental Effects section above.
c. Create objectionable odors affecting a substantial number of people?			X		The project would result in occasional or periodic odors. Refer to the Air Quality discussion in the Environmental Effects section above.
9. NOISE - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor would the completed project generate substantial noise. The project would 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 would result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). Refer to the Noise discussion in the Environmental Effects section above.
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project would not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary. Refer to the Noise discussion in the Environmental Effects section above.

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10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project site is located within a groundwater basin.[36] During construction, the proposed project would not require excavation to a depth that would encounter groundwater. Additionally, the proposed project does involve any direct extraction of groundwater. With implementation of project design features to control runoff and adherence to existing low impact development (LID) requirements, impacts would be less than significant.
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		According to the Drainage Study prepared for the proposed project (Appendix C), runoff flows generally north to south and drops into a substantial roadside ditch that drains west along the north side of Jackson Road/SR 16. Proposed drainage facilities for the project include site storm drains and a storm drain along the proposed access road. Additionally, several areas have been identified as shallow storm water planter locations. The ditch along Jackson Road/SR 16 would be filled and replaced with a 54-inch pipe along the south side of the project. An additional pipe to be located along the west side of the gas station would attenuate 100-year flows to less than existing levels. The facilities are configured to provide an outfall for future development within Parcel B to the north of the project site. It is assumed that any future development within Parcel B would also attenuate its flows to at or below existing levels before it is discharged through the gas station facilities. The proposed project would be required to provide adequate on- and/or off-site drainage improvements pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards. Compliance with applicable requirements of the

[36] Sacramento Groundwater Authority, Sacramento Region North Groundwater Basin Map, available at: https://www.sgah2o.org/our-groundwater/, accessed May 31, 2023.

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					Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant. Refer to the Hydrology and Water Quality discussion in the Environmental Effects section above.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project site is located within an area identified as Zone X (Shaded) on the FEMA FIRM, which is an area between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood but is not within a 100-year floodplain or any special flood hazard area. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		The project site is not within a 100-year floodplain. A less than significant impact would result.
e. Develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP). No impact will occur.
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project site is not located near the coast or in proximity to any major water bodies, such as rivers or dams, that would expose the site to a flooding hazard, including flooding as a result of the failure of a levee or dam. A less than significant impact would 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 would result.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		The proposed project would install and operate underground storage tanks. All underground storage tanks are subject to federal and State regulations pertaining to

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					operating standards, leak reporting requirements, and corrective action requirements. The County Environmental Management Department enforces these regulations. Existing regulations would ensure that impacts are less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
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		The project site is not located 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 proposed project would be designed and constructed in accordance with all applicable federal, state, and local building codes relative to seismic criteria. In addition, the project's compliance with the Uniform Building Code contains applicable construction regulations for earthquake safety that would ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		The project's construction activities would comply with the County's Land Grading and Erosion Control Ordinance, which would 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 activities. In addition, the proposed project would be required to obtain a Construction General Permit, issued by the Central Valley Regional Water Quality Control Board. In accordance with the Construction General Permit, a project specific SWPPP would identify structural and nonstructural measures, such as erosion and sediment control. Therefore, impacts related to soil erosion, siltation, or loss of topsoil would be less than significant.

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c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?			X		Pursuant to Title 16 of the Sacramento County Code and the Uniform Building Code, a soils report would be required prior to building construction. If the soils report indicates that soils may be unstable for building construction then site-specific measures (e.g., special engineering design, soil replacement) would be required to be incorporated to ensure that soil conditions will be satisfactory for the proposed construction. Additionally, the proposed project would be designed and constructed in accordance with all applicable federal, state, and local building codes relative to seismic criteria. Adherence to existing regulations and requirements would ensure that impacts related to unstable soils would be less than significant.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?				X	No septic tanks or alternative wastewater disposal systems are proposed as part of the project. Therefore, no impact associated with the use of such systems would occur.
e. Result in a substantial loss of an important mineral resource?			X		The project site is identified as a Mineral Resource Zone-2 (MRZ-2), which are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood exists for their presence, as identified by the Sacramento County General Plan and the State Mineral Land Classification Map of Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region. The project site is a portion of the existing Teichert Aggregates-Perkins Plant complex to the west. The Sacramento County General Plan identifies important aggregate resource areas as an overlay on land use maps. The General Plan land use map does not identify an aggregate overlay for the project site; therefore, the project site is not considered an important aggregate resource area.

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					Even though development of the proposed project would occur on approximately 3.81 acres, the project itself would not remove the existing mineral resource. The mineral resource would remain underground, below the development footprint, and continue to be available for extraction at some future date. In addition, the Teichert Aggregates-Perkins Plant complex would continue to operate after implementation of the proposed gas station. The loss of approximately 3 acres of mineral deposits would not be considered substantial compared to the total mineral deposits available in Sacramento County. For these reasons, the proposed project would not result in a substantial, permanent loss of an important mineral resource at the project site.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		According to a California Preliminary Geologic Map of the Sacramento, the project site is underlain by Riverbank Formation (Middle to Late Pleistocene) characterized as arkosic alluvium, sand with and silt, forming alluvial terraces, and dissected alluvial fans along streams on the southeast side of the Sacramento Valley.[37] Pleistocene or older (older than 11,000 years) continental sedimentary deposits are considered to have a high paleontological potential.[38] During the construction of the proposed project, unknown paleontological resources could potentially be encountered, particularly during ground-disturbing activities. As such, Mitigation Measure H would be implemented during construction. With implementation of Mitigation Measure H impacts to potential paleontological resources encountered on the site would be less than significant.

[37] Gutierrez, C.I. 2011.Preliminary Geologic Map of Sacramento 30'x60' Quadrangle, California. California Department of Conservation, California Geological Survey. Accessed May 7, 2023. https://www.conservation.ca.gov/cgs/rgm/preliminary.

[38] Sacramento Local Agency Formation Commission, December 2017, Draft Environmental Impact Report, Bilby Ridge Sphere of Influence Amendment, Cultural and Paleontological Resources, p. 3.5-1.

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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 suitable habitat for White-Tailed Kites, and Dwart Downingia and Sanfod's Arrowhead plant species. The site also contains possible suitable habitat for Mid-Valley Fairy Shrimp, Vernal Pool Fairy and Tadpole Shrimp, Western Spadefoot, Western Pond Turtle, Cooper's Hawk, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, Western Red Bat, and Nesting Migratory Birds and Raptors. Mitigation Measures D and E would be implemented to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?		X			The project site contains 2.013 acres of Valley Grass habitat and 0.292 acres of Vernal Pool habitat according to the Biological Resources Assessment (Appendix E). 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			There are seasonal wetlands located within the project area. The project will result in the loss of 0.292 acres of protected wetlands. Mitigation is included to require no net-loss of wetlands or other waters, which will ensure that impacts are less than significant. Refer to the Biological Resources discussion in the Environmental Effects section above.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?		X			There are seasonal wetlands located within the project area. The project would result in the loss of 0.292 acres of protected wetlands. In addition, there is nesting and foraging habitat for a variety of nesting migratory birds on the project site. Active nests were not observed during surveys; however, a variety of birds have the potential to nest in and adjacent to the project site, in trees, shrubs and on the ground in vegetation. Mitigation Measures D and E

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					would be implemented to reduce impacts to less than significant levels. Refer to the Biological Resources discussion in the Environmental Effects section above.
e. Adversely affect or result in the removal of native or landmark trees?				X	There are no native or landmark trees on the project site. Therefore, no impact associated with adversely affecting or resulting in the removal of native or landmark trees would occur.
f. Conflict with any local policies or ordinances protecting biological resources?		X			The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP).[39] As such, the project would be required to comply with the applicable avoidance and minimization measures outlined in the SSHCP, including Mitigation Measure C. Refer to the Biological Resources discussion in the Environmental Effects section above.
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). As such, the project would be required to comply with the applicable avoidance and minimization measures outlined in the SSHCP, including Mitigation Measure D. Refer to the Biological Resources discussion in the Environmental Effects section above.

[39] South Sacramento Habitat Conservation Plan Map, https://planning.saccounty.gov/PlansandProjectsIn-Progress/Documents/SSHCP/SSHCP_PLAN_AREA__MAP_0819_V2.pdf. Accessed April 10, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?		X			There are no known historical resources on the project site. However, there is potential to encounter buried or undiscovered historical resources during construction activities. With implementation of Mitigation Measure F, impacts to historical resources would be less than significant.
b. Have a substantial adverse effect on an archaeological resource?		X			No known archaeological resources occur on-site. However, there is potential to encounter unknown archaeological resources during construction activities. With implementation of Mitigation Measure F, impacts to archaeological resources would be less than significant.
c. Disturb any human remains, including those interred outside of formal cemeteries?		X			The project site is located outside any area considered sensitive for the existence of undiscovered human remains. Nonetheless, Mitigation Measure G would be implemented to ensure appropriate treatment should human remains be discovered during project implementation.
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			No tribal cultural resources were identified within the project area; however, AB 52 consultation with the Native American Heritage Commission and Native American contacts in the project area is ongoing. No specific tribal cultural resources have been identified thus far, and the project site is considered to have a low potential for tribal cultural resources. Nonetheless, during the construction of the proposed project, unknown tribal cultural resources could potentially be encountered, particularly during ground-disturbing activities. As such, Mitigation Measure G would be implemented during construction. With implementation of Mitigation Measure G and ongoing consultation with Native American representatives, impacts to tribal cultural resources would be less than significant. Refer to Tribal

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					Cultural Resources discussion in the Environmental Effects Section above.
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 would involve the transport of gasoline to the project site. The proposed project would adhere to all applicable local, state, and federal regulations pertaining to safe transport and disposal of these materials. Adherence to existing regulations would ensure that impacts would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project would involve the storage of hazardous materials on the site (i.e., underground storage tanks). However, compliance with local, state and federal standards regarding the construction and maintenance of these tanks will provide adequate protection from upset conditions. Adherence to existing regulations would ensure that impacts would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project site is located within one-quarter mile of an existing or proposed school. Golden Empire Elementary School is approximately 1,085 feet northeast of the project site. In addition, multi-family residential zoned RD-20 is located directly across Watt Avenue from the project site and would be considered a sensitive receptor. The SMAQMD does not have any regulations requiring a minimum distance between sensitive receptors (e.g., schools, residences) and gasoline dispensing operations. In addition, Title 5 of the California Code of Regulations, School Facility Construction, does not identify any restrictions of school sites as related to underground storage tanks or gasoline dispensing facilities. A guidance document prepared for the South Coast Air Quality

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					Management District (SCAQMD) recommends a minimum distance of 300 feet between sensitive receptors (e.g., school, residences) and large gasoline dispensing facilities.[40] Due to a lack of specific regulations relating to schools, residences, and gas station distances, and based on the 300-foot distance recommendation from SCAQMD, hazards from the operation of the proposed gas station in proximity to a school and residences are less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
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. It is noted that the California State Water Resources Control Board's list of cleanup sites identifies three closed cases at the adjacent Teichert Perkins Plant which is considered an active mining operation. A Cultural Resources Technical Report prepared for the proposed project was used to assist in understanding the potential hazards associated with historic and ongoing mining operations in the project area. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan. Primary emergency evacuation routes in Sacramento County consist of all major interstates, highways, and prime arterials (a six-lane divided roadway).[41] The proposed project is located along an emergency route (SR 16) and is approximately 1.3 miles south of US Route 50. Construction activities would occur

[40] South Coast Air Quality Management District, Revised May 2007, Air Quality Issues in School Site Selection Guidance Document, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/school_guidance.pdf. Accessed June 4, 2023.

[41] Sacramento County Office of Emergency Services Evacuation Annex, Sacramento County Evacuation Plan, 2018, https://sacoes.saccounty.gov/EmergencyManagement/Documents/SAC%20Evacuation%20Plan%20FINAL%202018%20with%20appendicies.pdf. Accessed June 5, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					within the project site boundaries and along South Watt Avenue and Jackson Road/SR 16. Impacts related to construction activities would be temporary and would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no long-term impacts would result from operation of the proposed project. The impact would be less than significant.
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 located within an urbanized area of unincorporated Sacramento County. The project site is not located within a Very High Fire Hazard Severity Zone.[42] The project site is currently vacant and no wildlands are located on or adjacent to the site. As such, there is no significant risk of loss, injury, or death to people or structures associated with wildland fires, and no impact would occur.
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		The project would develop an existing vacant and undeveloped site. Although development of the project would not be anticipated to cause wasteful, inefficient, and unnecessary consumption of energy resources, the proposed project would include construction activities such as site preparation and clearing, grading, paving, and building construction, which would result in the consumption of energy resources during construction. Additionally, the proposed project would operate a new convenience store and gas service station resulting in an increase in energy consumption compared to existing conditions. However, compliance with Title 24, Green Building Code, would ensure that all project energy

[42] CalFire, Sacramento County Very High Fire Hazard Severity Zones in LRA map, October 2008, available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/, accessed June 1, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
					efficiency requirements are implemented and thereby result in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The proposed project would comply with Title 24, Green Building Code, for all project efficiency requirements. A less than significant impact would 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 would comply with the SMAQMD greenhouse gas emissions (GHG) Tier 1 best management practices (BMPs). The California Emissions Estimator Model (CalEEMod) was used to estimate the GHG emissions associated with the project. Emissions of GHGs related to the construction of the project would be temporary and are estimated to generate 162 MT of CO2e per year, which is less than the 1,100 MT of CO2e per year threshold. Operational GHG emissions associated with the project are estimated to generate 696.9 MT of CO_2e per year, which is less than 1,100 MT of CO_2e per year threshold. Compliance with SMAQMD Tier 1 GHG reduction BMPs would result in a less than significant impact. Refer to the Greenhouse Gas Emissions 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 would be consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases. Refer to the Greenhouse Gas Emissions discussion in the Environmental Effects section above.

SUPPLEMENTAL INFORMATION

Land Use Consistency	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Intensive Industrial	X		
Community Plan	Heavy Industrial	X		
Land Use Zone	M-2 (Heavy Industrial)	X		

INITIAL STUDY PREPARERS

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APPENDICES

Appendix A: Local Transportation Analysis for Maverik Gas / C-Store

Appendix B: Maverik Gas Station at South Watt Avenue and Jackson Road Project Air Quality and Greenhouse Gas Emissions Technical Report

Appendix C: Drainage Study for Maverik Gas Station

Appendix D: Preliminary Stormwater Quality Report for Maverik Gas Station

Appendix E: Maverik Gas Station at South Watt Avenue and Jackson Road Project Biological Resources Assessment

Appendix F: Maverik Gas Station at South Watt Avenue and Jackson Road Arborist

Due to length, Appendices A through G are available to view at the Sacramento County Planning and Environmental Review, 827 7th Street, Sacramento, CA 95814, Room 225 during normal business hours, or online at: http://planningdocuments.saccounty.gov

The direct link is:
https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2021-00275