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:** PLNP2020-00198

2. **Title and Short Description of Project:** Blue Oak Car Wash Rezone

The project consists of the following planning entitlement requests:

1. A **General Plan Amendment** to the Land Use Element and Land Use Diagram of approximately 0.5 acres from the existing Low Density Residential (LDR) land use designation to the proposed Commercial Office (COMM/OFF) land use designation (Plate IS-3).
2. A **Community Plan Amendment** to the Carmichael Community Plan of approximately 0.51 acres from the existing Residential 2 (RD-2) land use designation to the proposed Light Commercial (LC) land use designation (Plate IS-4).
3. A **Rezone** of approximately 0.51 acres from the existing RD-2 zoning district to the proposed LC zoning district (Plate IS-5).
4. A **Use Permit** to allow a drive-through automobile wash facility with non-amplified sound within 75 feet of a residential zoning district on approximately 0.51 acres in the proposed LC zoning district.
5. A **Special Development Permit** to allow the proposed project to deviate from the following development standards:

    - Carwash Tunnel Exit Screening (Section 3.7.9.I.2.b.ii): Carwash tunnel exits shall be designed with solid screening features extending from the ceiling and walls of the carwash tunnel so that dryers are blocked from view when standing directly in front of the exit. As proposed, the project does not provide dryer screening.
    - Car Wash Dryer Location (Section 3.7.9.I.2.b) Tunnels shall be designed so that dryers are located at least ten feet from exits. As proposed, the dryers would be two feet from the exit.
    - Car Wash Tunnel Exit Orientation (SZC Section 3.7.9.I.2): Car wash tunnel exists shall be situated so that they do not face toward any nearby residential zone. The carwash tunnel as proposed faces the RD-2 zoning district across Verner Avenue.
    - Landscape Planter Between Drive Through and Right-of-Way (Section 3.9.3.V.1.f): A 25-foot-wide landscaped setback is required between the drive through lane and the right-of-way and may be reduced to no less than ten feet. As proposed, the landscape setback on Garfield Avenue would measure a minimum of ten feet.
    - Parking/ Queuing (Section 3.9.9.I.2.d.i): All customer idling and queuing areas shall be separated from nearby residential zones with on or offsite intervening structures (car wash, service station, or other buildings) or other solid shielding features in addition to any required property line walls. The project as

proposed does not provide shielding features other than the required CMU wall adjacent to the RD-2 zoned property.

- End Aisle Planters (SZC Section 5.2.4.F, Table 5.2): Planters of at least eight feet in width shall be installed at the end of every parking row. The project as proposed does not provide an eight-foot-wide planter at the end of the parking row west of the trash enclosure. The proposed planter is five and a half feet wide.
- Side Street Yard Setback (Table 5.13): The minimum side street yard setback is 50 feet. As proposed, the building would be setback a minimum of 30 feet from Garfield Avenue.

A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

The project includes a proposal to develop the subject property with a single-story carwash. The primary carwash structure is proposed to be approximately 3,300 square feet in area with a surrounding parking area, new sidewalk, curb ramps, and landscaping. The project also features a vacuum island with seven car ports along the southern section of the parcel. The proposed car wash will operate between the hours of 7:00 a.m. to 7:00 p.m.

The project is proposing grading improvements for noise mitigation and the finish floor of the carwash building will be seven feet lower than the adjacent daycare and two feet lower than Garfield Avenue. An eight-foot-wide landscape planter and eight-foot-tall wall is proposed along the interior property lines adjacent to RD-2 zoned property. The landscaping and wall along the property line shared with the adjacent daycare will be on top of the retaining wall approximately seven feet higher than the carwash building. The proposed project is also conditioned to install frontage improvements to both Garfield Avenue and Verner Avenue consisting of curb, gutter, sidewalk, and landscaping.

3. Assessor's Parcel Number: 220-0023-004

4. Location of Project: The project site is an undeveloped parcel located at the unaddressed southwest corner of Verner Avenue and Garfield Avenue in the Carmichael/Old Foothill Farms portion of unincorporated Sacramento County

5. Project Applicant: Mann Petroleum, 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
Environmental Coordinator
County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2020-00198

NAME: Blue Oak Car Wash Rezone

LOCATION: The project site is an undeveloped parcel located at the unaddressed southwest corner of Verner Avenue and Garfield Avenue in the Carmichael/Old Foothill Farms portion of unincorporated Sacramento County (Plate IS-1, Plate IS-2).

ASSESSOR'S PARCEL NUMBER: 220-0023-004

OWNER/APPLICANT:
Mann Petroleum, Inc.
6140 Greenback Lane
Citrus Heights, CA 95621

PROJECT DESCRIPTION

The project consists of the following planning entitlement requests:

1. A **General Plan Amendment** to the Land Use Element and Land Use Diagram of approximately 0.5 acres from the existing Low Density Residential (LDR) land use designation to the proposed Commercial Office (COMM/OFF) land use designation (Plate IS-3).
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The project includes a proposal to develop the subject property with a single-story carwash. The primary carwash structure is proposed to be approximately 3,300 square feet in area with a surrounding parking area, new sidewalk, curb ramps, and landscaping. The project also features a vacuum island with seven car ports along the southern section of the parcel. The proposed car wash will operate between the hours of 7:00 a.m. to 7:00 p.m. See Plate IS-6 for the site plan of the proposed project and Plate IS-7 for the proposed circulation.

The project is proposing grading improvements for noise mitigation and the finish floor of the carwash building will be seven feet lower than the adjacent daycare and two feet

lower than Garfield Avenue. An eight-foot-wide landscape planter and eight-foot-tall wall is proposed along the interior property lines adjacent to RD-2 zoned property. The landscaping and wall along the property line shared with the adjacent daycare will be on top of the retaining wall approximately seven feet higher than the carwash building. The proposed project is also conditioned to install frontage improvements to both Garfield Avenue and Verner Avenue consisting of curb, gutter, sidewalk, and landscaping.

ENVIRONMENTAL SETTING

The proposed project site is one of three undeveloped parcels bordering the west side of Verner Avenue near the Garfield Avenue intersection. These properties have a Low Density Residential (LDR) zoning designation and are in the Carmichael/Old Foothill Farms portion of unincorporated Sacramento County (see Plate IS-1). Neighboring parcels include a mixture of residential and commercial uses. The residence along the southwest boundary of the project site operates as an in-home day care facility. Along the north side of the Garfield and Verner Avenue intersection is a commercial/office space that currently houses a movie theater. Along the east side of the Garfield and Verner Avenue intersection is a church. Single-family housing communities are located on the north side of Garfield Avenue and to the southwest along Verner Avenue. Traffic-generated noise exists in close proximity at the Garfield and Verner intersection as well as State Highway 80, approximately 0.2 miles from the project site.

The project site supports trees and annual grasses. An arborist report dated October 2021 identified 21 trees within the project site, twenty of which are assessed as protected native oak species (See Appendix A).

Overall, the project site is relatively flat, but does have changes in grade elevation from the roadway at ~136± feet to the southeastern portion of the site at 122± feet.

Plate IS-1: County Vicinity Map

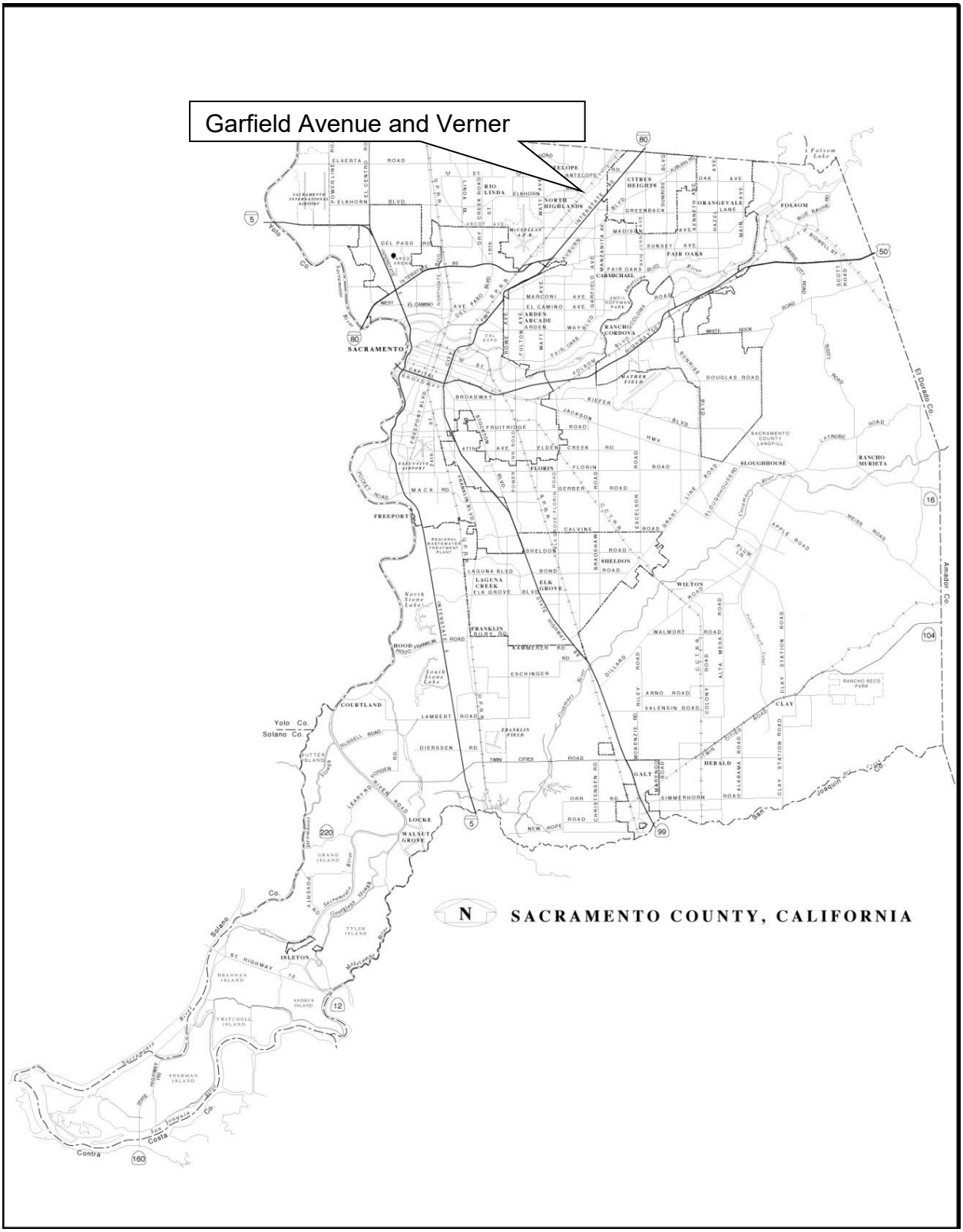


Plate IS-2: Location Map

Plate IS-3: General Plan Designation Map

Plate IS-4: Community Plan Designation Map

Plate IS-5: Project Rezone Map

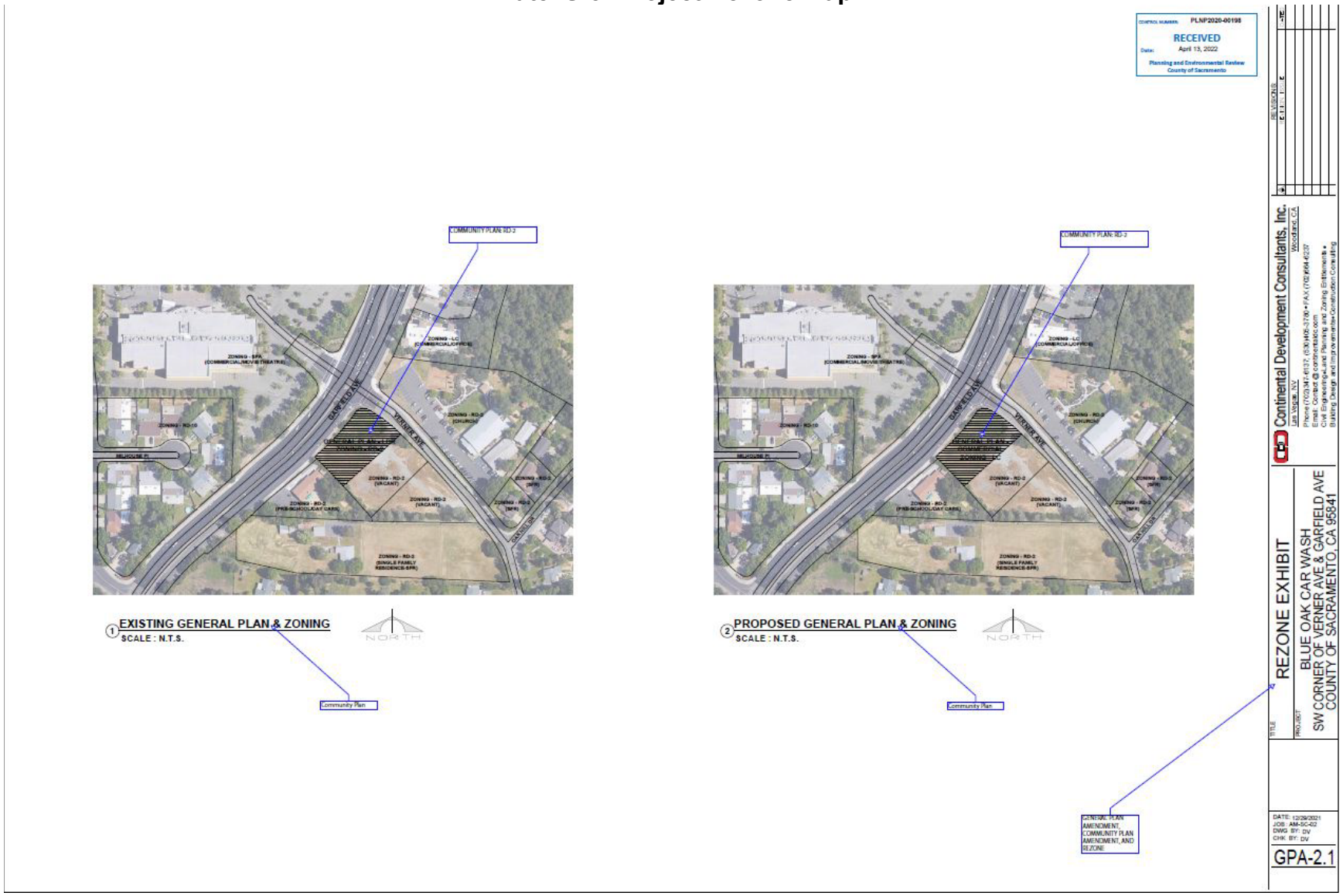


Plate IS-6: Site Plan

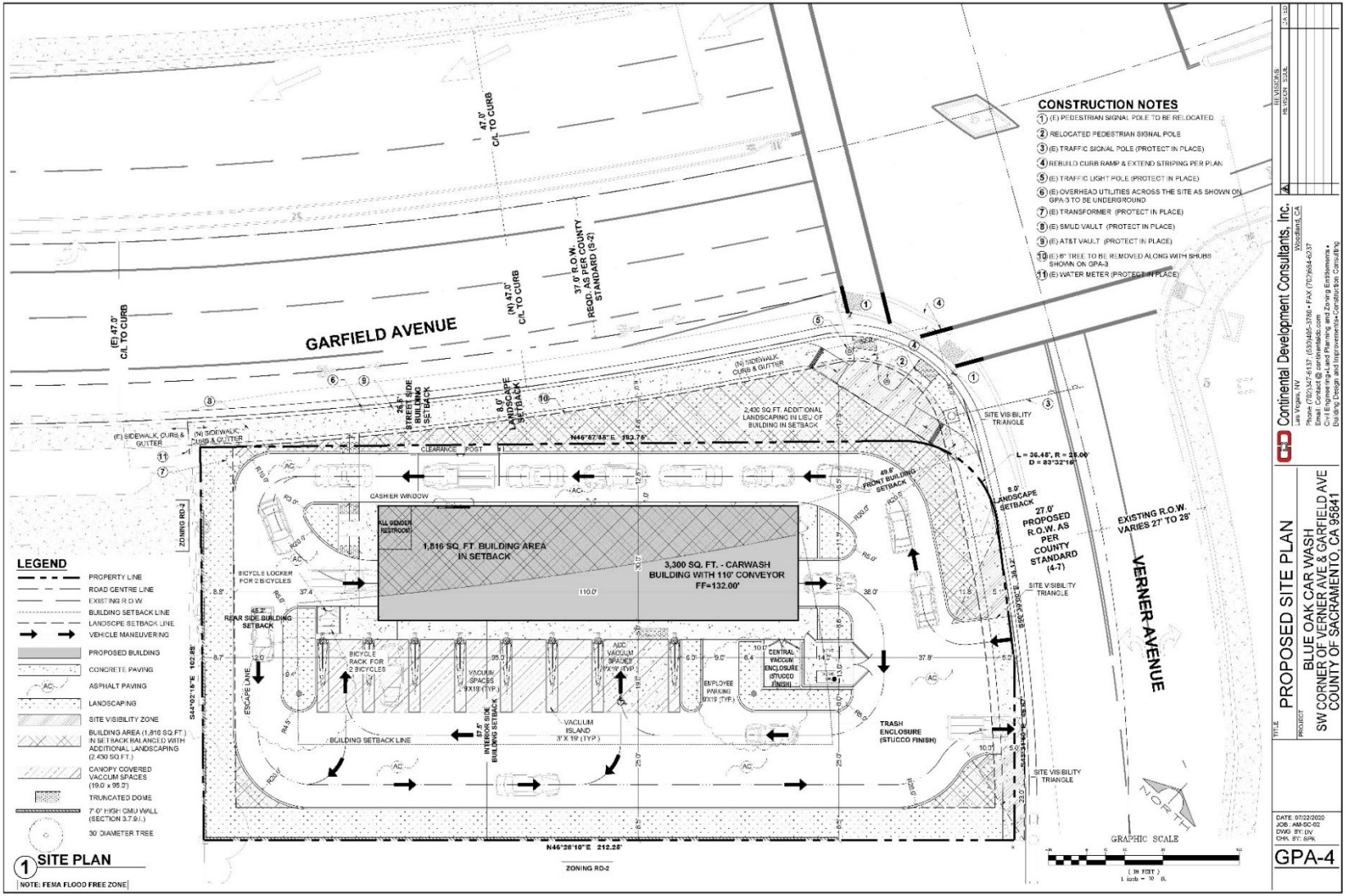


Plate IS-7: Circulation Map

ENVIRONMENTAL EFFECTS

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

LAND-USE / PLANNING

According to Appendix G of the California Environmental Quality Act Guidelines (CEQA), land use or population/housing impacts may be significant if a project would:

- Conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect;

SACRAMENTO COUNTY GENERAL PLAN

It is the intent of Sacramento County to locate commercial, office, and public uses to influence people to make different transportation choices and to match people to markets. It is also the intent of Sacramento County to provide a variety of locations for future commerce and industry to attract business and balance the economy (Land Use Element 2020:62).

LAND USE ELEMENT

The General Plan Land Use Element's "primary role is to ensure that the County's land resources are utilized in the most efficient, equitable and productive manner possible to provide a high quality of life for both current and future residents" (2030 General Plan).

The General Plan designates each property within the County with a land use designation. The project site and vicinity are designated for LDR land uses within the General Plan. According to the General Plan the LDR designation is defined as follows:

> This designation provides for an area of predominantly single-family housing with some attached housing units. It allows urban densities between one and twelve dwelling units per acre, resulting in population densities ranging from approximately 2.5 to 30 persons per acre. Typical low-density development includes detached single-family homes, duplexes, triplexes, fourplexes, townhouses, lower density condominiums, cluster housing, and mobile home parks.

The General Plan Land Use Element identifies several different strategies to accommodate growth in a logical manner. Within the USB and UPA, the General Plan provides an urban growth strategy for build-out of infill sites. The objective of this strategy is as follows:

> On average, achieve buildout of vacant and underutilized infill parcels at existing zoned densities, while recognizing that individual projects may be approved or denied at higher or lower densities based on their community and site suitability.

This portion of the Land Use Element provides additional intent information by recognizing that within our established urban communities, there exists substantial acreage that is vacant or underutilized that have essential infrastructure available that should be targeted for development opportunity.

SACRAMENTO COUNTY ZONING CODE

The purposes of the Sacramento County Zoning Code (Zoning Code) are diverse; however, in general, the Zoning Code regulates the use of structures, buildings and land to encourage the most appropriate uses within the unincorporated Sacramento County. The Project site is zoned RD-2. Chapter 2 of the Zoning Code defines the basics purpose and summary of the RD-2 zone as:

> Low Density Single-Family Residential Zoning District. Same as RD-1, except a minimum lot size of 20,000 square feet, with minimum lot width of 75 feet is permitted if a public sewer facility is in use or if a public sewage facility and public water facility are both in use.

CARMICHAEL/OLD FOOTHILLS FARMS COMMUNITY PLAN

The Carmichael Community Plan (Community Plan), adopted in 1975, was prepared as a guide for the physical development of Carmichael. The Community Plan includes goals, recommendations, and policies regarding land use, transportation and circulation, recreation and open space, and public facilities and utilities. The Community Plan has an implementation guide to review projects against the recommended actions and policies of the Community Plan and to determine zoning consistency with the Community Plan land use designation.

In 2006, the Carmichael Community Action Plan (CAP) was adopted as an appendix to the Community Plan. Supplementing the Community Plan, the CAP identifies on-going, short-term, and long-term actions related to neighborhood services, transportation, community identity, land use, public safety, county/non-county services, and financing options. The CAP also provides land use policies relating to rezone:

> L2: Projects within low-density neighborhoods should be built using the existing zoning of four or five homes per acre. Discourage rezones to preserve the character of the neighborhoods and encourage retention of larger lot sizes and setbacks consistent with the neighborhood.

LAND USE ANALYSIS

The proposed project includes requests to change the General Plan, Community Plan and Zoning designation of the subject property from low density residential to commercial. However, requests for these types of land use designation changes along

Garfield Avenue are not precedent setting. Two commercial parcels are located approximately 200 feet northeast of the Verner and Garfield Avenue intersection (APNs 220-0022-029-0000 and 220-0022-028-0000) and contain restaurants, shopping, and medical offices. These properties were rezoned from LDR in 2006 (Resolution 2006-1087). Additionally, a large movie theater ins located north of the subject property across Garfield Avenue and a place of worship is located to the east across Verner Avenue.

While the project will result in the rezone of a property from residential to commercial, several properties in the area are zoned for commercial uses in the existing condition and rezoning the subject property to commercial is not unusual for the project area. Additionally, the change in designation would also support the General Plan Land Use goal of achieving buildout on vacant and underutilized parcels within mixed use corridors.

LAND-USE/ PLANNING CONCLUSION

Although it is acknowledged that the project includes changes to the land use designations for the subject property, the project is an infill development which is in support of the growth strategies identified in the General Plan. Additionally, the land use changes do not physically divide an established community; conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; induce substantial population growth or displace substantial numbers of existing housing or people. Therefore, the project will result in a ***less than significant impact.***

AIR QUALITY

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

- Conflict with or obstruct implementation of the applicable air quality plan.
- 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 substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

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

established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-2).

Table IS-1: Air Quality Standards Attainment Status

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

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

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

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

4. Cannot be classified

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

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

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

Table IS-2: SMAQMD Significance Thresholds

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

1. Reactive Organic Gas

2. California Ambient Air Quality Standards

3*. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance threshold of 0 lbs/day.

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

CONSTRUCTION PARTICULATE MATTER EMISSIONS & OZONE PRECURSOR EMISSIONS (NO_x)

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

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

- Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

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

The project site is less than 35 acres (0.51 acre) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or import or export of soil materials requiring a considerable amount of haul truck activity. The project will require a minimal amount of grading, trenching, and excavation for the overall construction of the facility. Thus, the project falls below the SMAQMD Guide screening criteria for PM_{10} and $PM_{2.5}$. Though the project falls below the emissions impact threshold, a CalEEMod analysis was performed for extraordinary support of this conclusion (See Tables IS-3 and IS-4).

Table IS-3: CalEEMod Estimated Construction Emissions

Construction Year 2023	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	n/a	85	80	82
Estimated Emissions	6.41	47.2	20.04	11.32

CONSTRUCTION EMISSIONS CONCLUSION

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical. As noted, the proposed project site is less than 35 acres (0.51 acre) and does not involve buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; or, import or export of soil materials requiring a considerable amount of haul truck activity. Staff prepared an air quality analysis, dated December 20, 2023, for the proposed project with estimated construction emissions using CalEEMod (Appendix A). CalEEMod utilizes equipment, phasing and timelines to generate daily construction emissions and operation emissions for a project. For modeling purposes, maximum numbers of equipment were used, and it was assumed all equipment could operate simultaneously. This represents a conservative estimate of equipment and timelines that demonstrates a 'worst case scenario' in terms of potential emissions. The results are summarized in Table IS-3 and further demonstrate the project will not exceed the SMAQMD construction emissions significance thresholds for NOx, PM_{10} or $PM_{2.5}$. Air quality impacts associated with construction emissions are ***less than significant***.

OPERATIONAL EMISSIONS/LONG-TERM IMPACTS

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

Typically, a project must be comprised of large acreages or intense uses in order to result in significant operational air quality impacts. PER staff estimated operational emissions for the proposed project using CalEEMod (Appendix A). See Table IS-4 below for operational emission estimates.

Table IS-4: CalEEMod Estimated Operational Emissions

Operational Year 2023	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	65	65	80	82
Operational (long-term)	2.4	2.6	7.5	2

As detailed in Table IS-4 above, the CalEEMod results show that operational impacts associated with the project are below thresholds. Air Quality Impacts associated with operational emissions are ***less than significant***.

CRITERIA POLLUTANT HEALTH RISKS

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

Sacramento County is currently in nonattainment of the NAAQS and CAAQS for ozone. Projects that emit criteria air pollutants in exceedance of SMAQMD's thresholds would contribute to the regional degradation of air quality that could result in adverse human health impacts.

Acute health effects of ozone exposure include increased respiratory and pulmonary resistance, cough, pain, shortness of breath, and lung inflammation. Chronic health

effects include permeability of respiratory epithelia and the possibility of permanent lung impairment (EPA 2016).

HEALTH EFFECTS SCREENING

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

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

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

The model derives the estimated health risk associated with operation of the project based on increases in concentrations of ozone and $PM_{2.5}$ that were estimated using a photochemical grid model (PGM). The concentration estimates of the PGM are then applied to the U.S. Environmental Protection Agency's Benefits Mapping and Analysis Program (BenMAP) to estimate the resulting health effects from concentration increases. PGMs and BenMAP were developed to assess air pollution and human health impacts over large areas and populations that far exceed the area of an average land use development project. These models were never designed to determine

whether emissions generated by an individual development project would affect community health or the date an air basin would attain an ambient air quality standard. Rather, they are used to help inform regional planning strategies based on cumulative changes in emissions within an air basin or larger geography.

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

DISCUSSION OF PROJECT IMPACTS: CRITERIA POLLUTANT HEALTH RISKS

Since the project was below the daily operational thresholds for criteria air pollutants, the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-5 and Table IS-6.

Table IS-5: $PM_{2.5}$ Health Risk Estimates

$PM_{2.5}$ Health Endpoint	Age Range[1]	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3]	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory					
Emergency Room Visits, Asthma	0 - 99	0.98	0.90	0.0049%	18419
Hospital Admissions, Asthma	0 - 64	0.062	0.057	0.0031%	1846
Hospital Admissions, All Respiratory	65 - 99	0.37	0.32	0.0016%	19644
Cardiovascular					

Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.19	0.17	0.00073%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000085	0.000078	0.0021%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0074	0.0069	0.0022%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.017	0.016	0.0022%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.029	0.027	0.0022%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.12	0.11	0.0022%	5052
Mortality					
Mortality, All Cause	30 - 99	2.5	2.2	0.0049%	44766

Notes:

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

Table IS-6: Ozone Health Risk Estimates

Ozone Health Endpoint	Age Range[1]	Incidences Across the Reduced Sacramento 4-km Modeling Domain Resulting from Project Emissions (per year)[2,5] (Mean)	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3]	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.090	0.072	0.00037%	19644
Emergency Room Visits, Asthma	0 - 17	0.36	0.30	0.0051%	5859
Emergency Room Visits, Asthma	18 - 99	0.61	0.51	0.0041%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.057	0.048	0.00016%	30386

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

CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS

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

NOISE

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

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

COUNTY GENERAL PLAN NOISE ELEMENT

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

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

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

(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 (See Table IS-7).

Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. In areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered the threshold of significance.

NO-5. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 (see Table IS-7). Where the noise level standards of Table 2 (see Table IS-7) are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 (see Table IS-7) standards within sensitive areas.

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

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

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

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

Table IS-7: General Plan Non-Transportation Noise Standards

New Land Use	Outdoor Area		Interior
	Daytime	Nighttime	Day and Night
All Residential	55 / 75	50 / 70	35 / 55
Transient lodging[1]	55 / 75	---	35 / 55
Hospitals and nursing homes[5,6]	55 / 75	---	35 / 55
Theaters and auditoriums[3]	---	---	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 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.

Methodology

An Environmental Noise and Vibration Assessment was prepared for the Project by Bollard Acoustical Consultants (Appendix B). The information in this section relies on analysis and conclusions the acoustical report.

EXISTING AMBIENT NOISE ENVIRONMENT

The ambient residential setting in vicinity of the proposed project is dominated by transportation noise from Greenback Lane and I-80, located approximately 600 feet northeast of the parcel. The closest noise-sensitive parcels to the project are nearby properties zoned Single-Family Residential (RD-2), which existing uses consist of residences, a school/day care center, and a church. The locations of the nearby residentially-zoned properties and associated noise-sensitive receptors on those parcels, identified as receivers 1-5, are shown in Plate IS-8.

Comparison of the results from the County General Plan exterior noise level criteria (Table IS-7) and the project ambient noise level survey (see Table 1 in appendix B) indicate that a portion of the County's daytime noise standards at sites 1, 2 and 5 exceed 60 dBA L_{50} and 70 dBA L_{max} during daytime and early evening (7am-7pm). Thus, the noise impact analysis applied County General Plan exterior noise level standards with an in 5 dB increments to encompass the locations where ambient noise levels already exceed Table IS-7 standards.

THRESHOLDS OF SIGNIFICANCE

At several noise measurement locations, the ambient noise level exceeds the thresholds established by General Plan policy. Where pre-project ambient conditions exceed established standards, the Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases.

As shown in Table IS-8, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB day-night noise level (DNL). Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance.

Table IS-8: Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB
60 to 65 dB	+3.0 dB
>65 dB	+1.5 dB
Source: Federal Interagency Committee on Noise (FICON)	

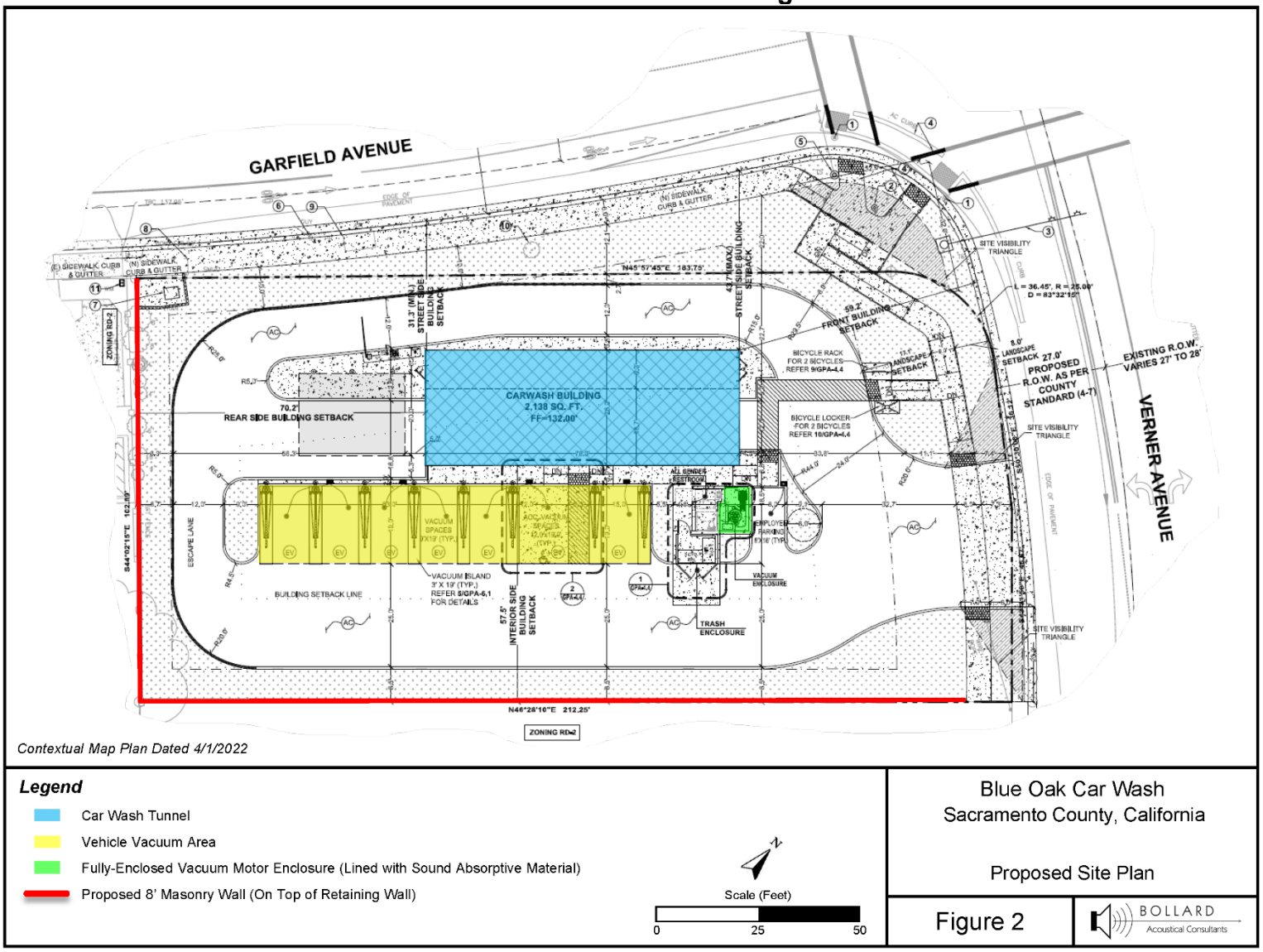
PROJECT DESIGN ASSUMPTIONS

The analysis contained in the noise study was conducted with the assumption that the project incorporates certain design features, as illustrated in Plate IS-9 and outlined below:

- CMU Wall - An 8’ CMU wall shall be constructed on the south and west property lines
- Vacuum Equipment and Enclosure – The project shall be constructed with an AutoVac Industrial 600 Series 40 HP turbine vacuum producer. The noise-generating turbine producer shall be contained within a fully-enclosed equipment enclosure at the location shown in Plate IS-9. The walls, door and ceiling of the vacuum producer enclosure shall be lined with a sound absorbing material.
- Drying assembly- The project shall utilize the 30 HP (55 Hz) Stealth High Powered Quiet Drying System manufactured by International Drying Corporation

Plate IS-8: Test Locations from Environmental Noise Assessment

Plate IS-9: Noise Modeled Site Design Features



Contextual Map Plan Dated 4/1/2022

Legend

- Car Wash Tunnel
- Vehicle Vacuum Area
- Fully-Enclosed Vacuum Motor Enclosure (Lined with Sound Absorptive Material)
- Proposed 8' Masonry Wall (On Top of Retaining Wall)

Scale (Feet)

0 25 50

Blue Oak Car Wash
Sacramento County, California

Proposed Site Plan

Figure 2

BOLLARD Acoustical Consultants

OPERATIONAL NOISE ANALYSIS

POTENTIAL INCREASES IN OFF-SITE NOISE DUE TO PROJECT

The project proposes the development of a car wash tunnel building and vehicle vacuum system. The primary noise sources associated with project on-site operations have been identified as onsite passenger vehicle circulation, car wash tunnel equipment, vacuum system equipment, and building rooftop mechanical equipment (HVAC).

Noise generated by those operations were quantified in the noise study through a combination of reference noise level data and application of accepted noise and were determined to contribute less than 0.1 dB of increased noise (See Appendix B, page 18).

ON SITE AND OFF-SITE TRAFFIC NOISE DUE TO THE PROJECT

Operation of this project would result in increased traffic on the local roadway network. According to the provided site plans, the project site will be accessed from Verner Avenue. As a result, the greatest impact from project-generated off-site traffic will be along this roadway. The noise analysis provided for the proposed project utilized the Federal Highway Administration (FHWA) Traffic Noise Model and applied it to Sacramento County's Trip Generation estimate a total of 1,172 project-generated daily vehicle trips is calculated. Conservatively assuming a total of 1,500 daily vehicle trips, a day/night distribution of 99%/1% (respectively), a medium and heavy truck distribution of <1%/<1% (respectively), and a vehicle speed of 25 MPH (posted), the day-night average noise level is calculated to be 47 dB DNL at a distance of 50 feet from the centerline of Verner Avenue.

Pursuant to FICON increase significance criteria (Table IS-8), where pre-project ambient conditions are less than 60 dB DNL, a 5 dB increase in noise levels shall be considered significant. Based on the conservative estimates of existing and project-generated vehicle trip generation stated above, project-related increase in traffic noise level exposure is calculated to be 0.3 dB DNL at the outdoor activity areas of the closest residences located along Verner Avenue (i.e., 50 feet from the roadway centerline). Because project-related traffic is not predicted to result in increases in ambient noise levels that would exceed the applicable FICON increase significance criteria at existing sensitive uses within the project vicinity, this impact is identified as being less than significant.

On-site passenger vehicle circulation noise level increases were calculated at receivers 1-5 using the calculated average measured noise levels at each monitoring location during the project ambient noise survey, and the predicted noise levels at each receptor (see Appendix B, page 16-17). According to the results from that exercise, project-generated increases in ambient daytime median (L_{50}) noise levels are calculated to range from less than 0.1 dB L_{50} to 0.5 dB L50. Further, project-generated increases in ambient daytime maximum (Lmax) noise levels are calculated to be less than 0.1 dB Lmax. The calculated increases above would be well below the applied increase

significance criterion of 5 dB and impacts due to on-site circulation are less than significant.

CAR WASH DRYING ASSEMBLY NOISE

Noise levels generated by car washes are primarily due to the dyring portion of the operation. The project was modeled with the installation of the 30 HP (55 Hz) Stealth High Powered Quiet Drying System manufactured by International Drying Corporation. According to the manufacturer's noise specifications (see Appendix B), the proposed 30 HP (55 Hz) drying assembly generates a noise level of approximately 57 dB at a distance of 55 feet from the equipment. The drying assembly would be located at or near the car wash tunnel exit as shown in Plate IS-9.

Car wash drying assembly noise levels at nearby sensitive uses were calculated based on the orientation to tunnel entrance/exit, as discussed above. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). Car wash drying assembly noise exposure was calculated at the property lines of nearby noise-sensitive uses, including consideration of shielding that would be provided by proposed CMU/retaining wall noise barrier, where applicable. It was reasonably assumed for the purpose of this analysis that project car wash operations could exceed 30 minutes during a given worst-case busy hour. As a result, project car wash operations noise was appropriately assessed relative to the County's median (L_{50}) noise level descriptor.

Using the calculated average measured noise levels at each monitoring location during the ambient noise survey, and the predicted noise levels, ambient plus proposed car wash drying assembly noise level increases were calculated at receivers 1-5 (see detailed calculations in Appendix B, pages 18-19) (Table IS-9). According to the results from that exercise, project-generated increases in ambient daytime median (L_{50}) noise levels are calculated to range from less than 0.1 dB L50 to 0.3 dB L_{50}. The calculated range of increases above would be well below the applied increase significance criterion of 5 dB and impacts related to the drying assembly would be less than significant.

VACUUM EQUIPMENT NOISE

The project proposes to use an AutoVac Industrial 600 Series 40 HP turbine vacuum producer. No significant impacts were identified with the operation of this equipment. (See Appendix B, pages 39-51).

The noise-generating turbine producer would be contained within a fully-enclosed equipment enclosure at the location shown in Plate IS-9. The site plans further indicate that the walls, door and ceiling of the vacuum producer enclosure will be lined with a sound absorbing material. After a review of the provided vacuum producer enclosure construction plans, and based on noise studies for similarly configured vacuum producer enclosures, noise impacts due to the operation of the vacuum turbine producer are not expected due to the significant transmission loss (i.e., interior to exterior noise reduction) that would be provided by the enclosure's construction.

The primary noise-generating aspects of such systems are use of the suction nozzles located at each of the stalls. At a distance of 50 feet from the center of an area with 12-18 vacuum stalls in concurrent operation, overall vacuum noise levels are approximately 65 dB. Using the sound level data associated with 12-18 vacuum stalls in concurrent operation, and assuming standard spherical spreading loss (-6 dB per doubling of distance from a stationary source), worst-case project vacuum nozzle noise exposure was calculated at the property lines of nearby noise sensitive uses (see Appendix B, page 20 for detailed results).

The predicted noise levels from worst-case project vacuum suction nozzle operations would satisfy the applied Sacramento County General Plan daytime median (L50) noise level standard at the property lines of the closest residentially zoned properties. In addition, based on the predicted exterior property line noise levels presented in Table 9, and after consideration of the exterior to interior noise level reduction typically provided by standard building construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), worst-case project vacuum noise levels are expected to comply with the General Plan's unadjusted day/night interior noise level standard of 35 dB L_{50} within the nearest existing noise sensitive receptors to the project (i.e., receivers 1-5).

Using the calculated average measured noise levels at each monitoring location, and the predicted noise levels, ambient plus project vacuum noise level increases were calculated at receivers 1-5 (Plate IS-9). According to the results from that exercise, project-generated increases in ambient daytime median (L_{50}) noise levels are calculated to range from less than 0.1 dB L50 to 1.3 dB L_{50}. The calculated range of increases above would be well below the applied increase significance criterion of 5 dB.

MECHANICAL EQUIPMENT (HVAC) NOISE AT NEARBY NOISE-SENSITIVE USES

Heating, ventilating, and air conditioning (HVAC) requirements for the proposed car wash tunnel building will most likely be met using a packaged roof-mounted system. As a means of determining potential noise exposure due to rooftop mechanical equipment. Based on similar facilities, HVAC systems indicate that a 12.5-ton packaged unit can be expected to generate an A-weighted sound power level of 85 dB.

Using the sound power data stated above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project HVAC equipment noise exposure at the property lines of nearby noise-sensitive uses, with the consideration of shielding that would be provided by proposed CMU/retaining wall noise barrier, where applicable, was calculated (site specific calculations can be found in Appendix B, page 21-22), and predicted noise levels from project HVAC equipment would satisfy the applied Sacramento County General Plan daytime median (L_{50}) noise level standard at the property lines of the closest residentially zoned properties.

Using the calculated average measured noise levels at each monitoring location during the ambient noise survey, ambient plus project HVAC equipment noise level increases were calculated at receivers 1-5 (Table IS-9). According to the results from that exercise, project-generated increases in ambient daytime median (L_{50}) noise levels are

calculated to range from less than 0.1 dB L_{50} to 0.3 dB L_{50}. The calculated range of increases above would be well below the applied increase significance criterion of 5 dB.

CONCLUSION: NOISE IMPACTS

The calculated cumulative (combined) median (L_{50}) noise levels from analyzed project operations at the property lines of nearby noise-sensitive uses are presented in Table IS-9. As shown in Table IS-9, cumulative (combined) median (L_{50}) noise level exposure from analyzed project on-site operations is calculated to comply with the applied Sacramento County General Plan daytime median (L_{50}) noise level standard at the property lines of the closest residentially zoned properties. Further, based on the calculated cumulative exterior property line noise levels provided in Table 11, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), noise levels from combined on-site project operations are expected to comply with the General Plan's unadjusted day/night interior noise level standard of 35 dB L_{50} within the nearest existing noise-sensitive receptors to the project (i.e., receivers 1-5).

Using the calculated average measured noise levels at each monitoring location during ambient noise survey, and the cumulative noise levels presented in Table IS-9, ambient plus combined project on-site operations noise level increases were calculated at receivers 1-5. According to the results from that exercise, cumulative project-generated increases in ambient daytime median (L_{50}) noise levels are calculated to range from 0.1 dB L50 to 3.1 dB L_{50}. The calculated range of increases above would be below the applied increase significance criterion of 5 dB. As mentioned in the methodology section above, the modeling for this project assumed several design features that were accounted for in the overall modeling results. Because these features aid in the noise attenuation of potential noise impacts, mitigation has been added to ensure that the project is constructed as assumed in the noise study. In addition, mitigation is included such that the final noise levels will be verified prior to issuance of final occupancy of building permits to ensure actual noise levels reflect the modeling assumptions. Impacts related to project generated noise are ***less than significant with mitigation***.

Table IS-9: Predicted Cumulative On-Site Operations Noise Levels at Nearby Noise-Sensitive Locations

Location	Location Label (See Plate IS-6)	On-Site Vehicle Circulation L_{50} (dB)[1]	Car Wash Dryers L_{50} (dB)[1]	Vacuums L_{50} (dB)[1]	HVAC L_{50} (dB)[1]	Calculated Cumulative, L_{50} (dB)[2]	Applied County Daytime Noise Standard, L_{50} (dB)[3]
5528/29 Millhouse Place	1	39	37	44	31	46	65
6224 Garfield Avenue	2	50	45	51	39	54	60
6201 Verner Avenue	3	38	40	46	39	48	55
5683 Oak Hill Drive	4	33	24	41	33	42	55
6240 Verner Avenue	5	50	48	53	40	55	55

1 Predicted noise levels from project-specific noise impacts

2 Calculated cumulative (logarithmic sum) median (L50) noise level exposure from analyzed on-site operations noise sources.

3 Applied County noise level limit is based results from BAC noise survey, pursuant to County adjustment criteria.

WATER QUALITY

According to the CEQA Guidelines, water quality impacts may be significant if the project creates substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

HYDROLOGY AND WATER QUALITY

According to CEQA Guidelines Appendix G, hydrologic impacts may be significant if the project would alter the existing drainage patterns in such a way that it causes flooding; contribute runoff that would exceed the capacity of existing or planned stormwater infrastructure; place housing within the 100-year floodplain; place structures in a 100-year floodplain that would cause substantial impacts as a result of impeding or redirecting flood flows; or expose people or structures to substantial loss of life, health, or property as a result of flooding. CEQA Guidelines Appendix G also indicates that water quality impacts may be significant if a project would violate any water quality standards or waste discharge requirements, alter the existing drainage pattern on the site in such a way that substantial erosion or siltation would occur, create or contribute runoff water that would provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

The project site is within the Federal Emergency Management Agency (FEMA) Flood Zone X, as determined by the 1998 FEMA Flood Insurance Rate Map, panel number 060262-0105. Flood Zone X is defined as an "area determined to be outside the 500-year floodplain," which indicates there is statistically, for insurance rate mapping purposes, a less than 0.2 percent chance of a flood event occurring on the site for any given year.

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 stormdrains 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 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 Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies

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

In addition to complying with the County's ordinances and requirements, construction sites disturbing one or more acres are required to comply with the State's General Stormwater Permit for Construction Activities. The Construction General Permit is issued by the State Water Resources Control Board (http://www.waterboards.ca.gov/stormwtr/construction.html) and enforced by the Central Valley Regional Water Quality Control Board. Coverage is obtained by submitting a Notice of Intent (NOI) to the State Board prior to construction. The General Permit 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 NOI has been filed and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the Construction General Permit, the County is required by its Municipal Stormwater Permit to verify that SWPPPs include six minimum components.

During the wet season (October 1 – April 30), the project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's Construction General Permit. During the rest of the year, typically erosion controls are not required, except in the case of predicted rain.

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

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

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

If sediment-laden or otherwise polluted runoff discharges from the construction site are found to impact the County's storm drain system and/or Waters of the State, the property owner will be subject to enforcement action and possible fines by the County and the Central Valley Regional Water Quality Control Board.

Project compliance with requirements outlined above, as administered by the County Municipal Services Agency and the Central Valley Regional Water Quality Control Board will ensure that project-related erosion and pollution impacts are *less than significant*.

Operation: Stormwater Runoff

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

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

The County requires developers to utilize the Current *Stormwater Quality Design Manual for the Sacramento and South Placer Regions* (Design Manual) in selecting and designing post-construction facilities to treat runoff from the project. A post

construction design regulation was approved by the Municipal Services Agency Administrator on May 18th 2006. This regulation defines the development standards that the County is implementing and is reflected in the Design Manual. Treatment control measures are required on new development and redevelopment projects that meet or surpass the thresholds defined in Table 3-2 of the Design Manual.

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

http://www.msa.saccounty.net/sactostormwater/SSQP/development.asp

http://www.sactostormwater.org/newdevelopment.asp

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

Biological Resources

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

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

According to CEQA Guidelines Appendix G, an impact to biological resources may be significant if it has 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. The project is located in a largely developed area and will not have a substantial effect on a special status species, sensitive habitat, or protected wetland; nor will it interfere with the movement of wildlife; however, the project site does contain native and non-native trees that qualify as County-protected trees.

Project Tree Setting

An arborist report was prepared for the project site by Acorn Arboricultural Services, Incorporated dated October 22, 2021 (Appendix C). The arborist report information included the tree species, diameter at breast height (dbh), canopy radius (dripline), arborist rating, development status, and field notes of each tree in the report. A total of 21 trees were included in the report, 20 of which are native, county-protected oak species. Non-native tree species consist of one Tree of Heaven. Two additional Valley Oaks were identified but are less than 6" dbh; therefore, they are considered saplings and not protected trees. See Plate IS-10 for the specific location of all trees inventoried

in the arborist report. See Table IS-10 for the listing of all trees inventoried in the arborist report.

TREE IMPACT ANALYSIS

NATIVE OAK TREE REMOVAL

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County Code) provides protection for landmark trees and heritage trees. The County Code defines a landmark tree as "an especially prominent or stately tree on any land in Sacramento County, including privately owned land" and a heritage tree as "native oak trees that are at or over 19" diameter at breast height (dbh)."

Chapter 19.12 of the County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*) and states that "it shall be the policy of the County to preserve all trees possible through its development review process." It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a diameter at breast height (dbh) of at least 6 inches or, if it has multiple trunks of less than 6 inches each, a combined dbh of 10 inches.

PROJECT IMPACTS – NATIVE TREE REMOVAL

The project site contains twenty native trees, all of which are located along the borders of the vacant project site, and would require removal with construction of the project. The removal of these trees will equate to an overall loss of 171 inches (dbh) of protected native trees (Table IS-10). Note that trees under 6 inches dbh are not included in the dbh calculation. No trees on neighboring parcels appear close enough to merit additional mitigation for protection during construction. To account for the removal of native oak species within the project site, mitigation has been included requiring equivalent inch for inch mitigation for those trees removed (see Mitigation Measure D). Compliance with Mitigation Measure D will ensure impacts are ***less than significant with mitigation.***

Table IS-10: Tree Inventory for APN-220-0023-004-0000

Tree #	Common Name	Canopy Radius	dbh	Health/Structure Condition	Action	Mitigation
1	Valley Oak	8 ft.	9-inches	2 – Fair to Poor	Proposed for Removal	Mitigation Measure D
2	Valley Oak	5 ft.	9 inches	3-Fair	Proposed for Removal	Mitigation Measure D
3	Valley Oak	9 ft.	7 inches	3-Fair	Proposed for Removal	Mitigation Measure D
4	Valley Oak	5 ft.	5 inches	3-Fair	Proposed for Removal	Mitigation Measure D

Tree #	Common Name	Canopy Radius	dbh	Health/Structure Condition	Action	Mitigation
5	Valley Oak	4 ft.	5 inches	3-Fair	Proposed for Removal	Mitigation Measure D
6	Tree of Heaven	4 ft.	6 inches	3-Fair	Proposed for Removal	50 sq. ft. replacement canopy loss (already included in proposed landscaping plan)
7	Valley Oak	7 ft.	5 inches	3-Fair	Proposed for Removal	No mitigation required due to size
8	Valley Oak	5 ft.	5 inches	3-Fair	Proposed for Removal	No mitigation required due to size
9	Valley Oak	6 ft.	4 inches	3-Fair	Proposed for Removal	No mitigation required due to size
10	Valley Oak	9 ft.	6 inches	2-Poor to Fair	Proposed for Removal	Mitigation Measure D
11	Blue Oak	5 ft.	6 inches	3-Fair	Proposed for Removal	Mitigation Measure D
12	Valley Oak	15 ft.	17 inches	2 – Poor to Fair	Proposed for Removal	Mitigation Measure D
13	Valley Oak	8 ft.	7 inches	3-Fair	Proposed for Removal	Mitigation Measure D
14	Valley Oak	10 ft.	18 inches	3-Fair	Proposed for Removal	Mitigation Measure D
15	Valley Oak	8 ft.	8 inches	2 –Poor to Fair	Proposed for Removal	Mitigation Measure D
16	Valley Oak	20 ft.	9 inches	2-Poor to Fair	Proposed for Removal	Mitigation Measure D
17	Live Oak	8 ft.	9 inches	3-Fair	Proposed for Removal	Mitigation Measure D
18	Valley Oak	7 ft.	5 inches	2-Poor to Fair	Proposed for Removal	No mitigation required due to size
19	Valley Oak	8 ft.	5 inches	3-Fair	Proposed for Removal	No mitigation required due to size
20	Live Oak	10 ft.	10 inches	3-Fair	Proposed for Removal	Mitigation Measure D
21	Valley Oak	43 ft.	50 inches	2 – Poor to Fair	Proposed for Removal	Mitigation Measure D

Tree #	Common Name	Canopy Radius	dbh	Health/Structure Condition	Action	Mitigation
Total Mitigation (dbh inches)			171 inches			

NON-NATIVE TREE SHADE CANOPY

The Sacramento County General Plan Conservation element contains several policies aimed at preserving tree canopy within the County. These are:

> CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.
>
> CO-146. If new tree canopy cannot be created onsite 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. The list includes more than seventy trees, so is not included here, but it is available at http://www.planning.saccounty.net/ under the "Environmental Documents CEQA/NEPA Overview heading. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region.

PROJECT IMPACTS – NON-NATIVE TREE CANOPY

The project proposes the removal of one non-native tree (see Table IS-10, Tree #6), which provides an estimated four foot radius of canopy. General Plan policy CO-145 above requires that 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. The project will be subject to standard County landscaping requirements. The project's landscaping plan exceeds the in-kind replacement requirements for shade canopy (See Plate IS-11). Therefore, compliance with standard landscaping requirements will more than replace the one non-native tree removal, and impacts to shade canopy are ***less than significant.***

Plate IS-10: Tree Exhibit

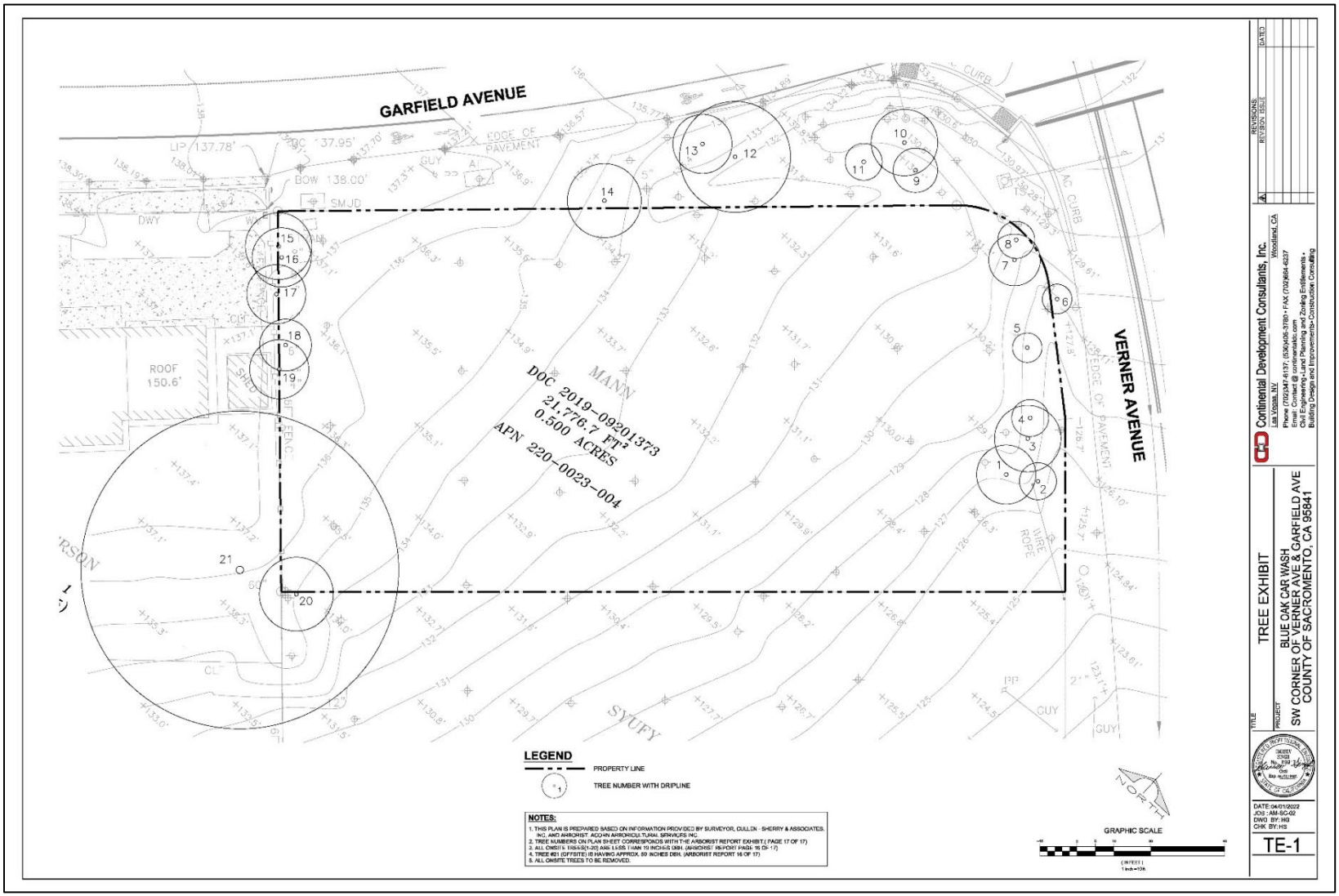
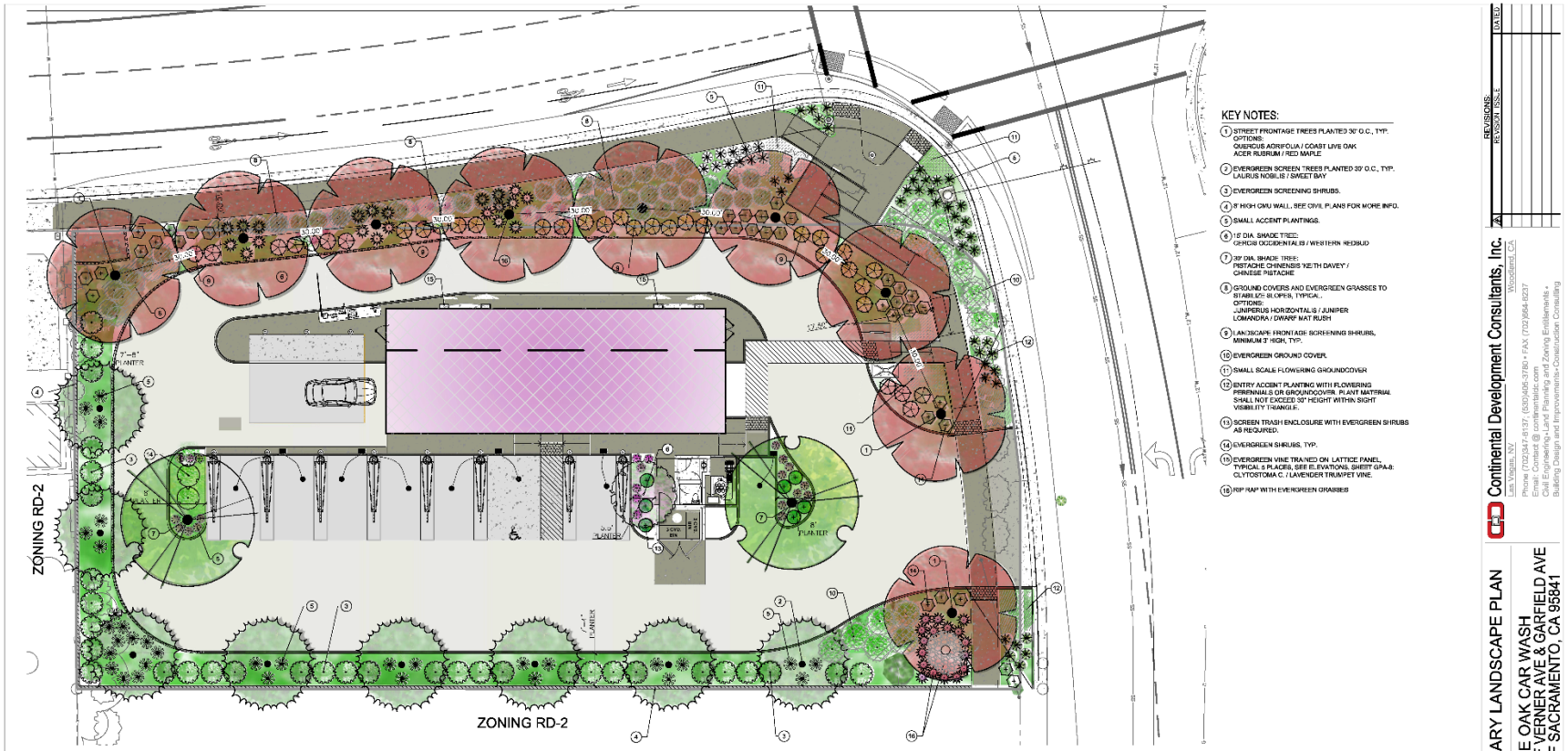


Plate IS-11: Landscaping Plan



SPECIAL STATUS SPECIES

SWAINSON'S HAWK

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

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

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

PROJECT IMPACTS

For determining impacts to and establishing mitigation for nesting Swainson's hawks in Sacramento County, CDFW recommends utilizing the methodology set forth in the Recommended Timing and Methodology for Swainson's Hawk nesting Surveys in California's Central Valley (Swainson's Hawk TAC 2000). The document recommends that surveys be conducted for the two survey periods immediately prior to the **start of construction**. The five survey periods are defined by the timing of migration, courtship, and nesting in a typical year. Surveys should extend a ½-mile radius around all project activities, and if active nesting is identified, CDFW should be contacted. However, given that the project site is within an urbanized area, a survey radius of ¼ mile is appropriate for the project.

To avoid impacts to nesting raptors if construction will occur during the nesting season of February 1 to September 15, mitigation involves pre-construction nesting surveys within ¼ mile of the project site to identify any active nests and to implement avoidance measures if nests are found –. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting raptors, potentially resulting in nest

abandonment or other harm to nesting success. If nests are found, the developer is required to contact CDFW to determine what measures need to be implemented in order to ensure that nesting raptors remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. If no active nests are found during the focused survey, no further mitigation will be required. Mitigation will ensure that impacts to nesting Swainson's hawk will be ***less than significant***.

MIGRATORY NESTING BIRDS

The Migratory Bird Treaty Act of 1918, which states "unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill" a migratory bird. Section 3(19) of the Federal Endangered Species Act defines the term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered "take." To avoid take of nesting migratory birds, mitigation has been included to require that activities either occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded.

Large trees on the property and within the project vicinity provide potential nesting habitat for migratory birds. Use of heavy equipment on the project site has the potential to disturb nesting birds, if present. To avoid taking nesting migratory birds, mitigation has been included either to require that tree removals occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded (see Mitigation Measure C). Impacts to migratory birds are ***less than significant with mitigation.***

NESTING BIRDS OF PREY

This section addresses raptors which are not listed as endangered, threatened, or of special concern, but are nonetheless afforded general protection by the Fish and Game Code. Raptors and their active nests are protected by the California Fish and Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Section 3(19) of the Federal Endangered Species Act defines the term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered "take." Thus, take may occur both as a result of cutting down a tree or as a result of activities nearby an active nest which cause nest abandonment.

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

northern harrier, and white-tailed kite. Due to the project site extensive mature tree cover, suitable tree and/or ground-nesting habitat is located on the subject property.

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

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY SETTING

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

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

In November of 2011, Sacramento County approved the Phase 1 Climate Action Plan Strategy and Framework document (Phase 1 CAP), which is the first phase of developing a community-level Climate Action Plan. The Phase 1 CAP provides a framework and overall policy strategy for reducing greenhouse gas emissions and managing our resources in order to comply with AB 32. It also highlights actions already taken to become more efficient, and targets future mitigation and adaptation

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

strategies. This document is available at http://www.green.saccounty.net/Documents/sac_030843.pdf. The CAP contains policies/goals related to agriculture, energy, transportation/land use, waste, and water.

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

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

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

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

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

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

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

Thresholds of Significance

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

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

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 metric tons of CO_2e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO_2e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.

- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.

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

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

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-11 Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. For projects that exceed 1,100 metric tons per year, then compliance with BMP 3 is also required:

- BMP 3 – Reduce applicable project VMT by 15% residential and 15% worker relative to Sacramento County targets, and no net increase in retail VMT. In areas with above-average existing VMT, commit to provide electrical capacity for 100% electric vehicles.

SMAQMD's GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-11.

Table IS-11: Sacramento Metropolitan Air Quality Management District Threshold of Significance for Greenhouse Gases

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

Methodology

The resultant GHG emissions of the project were calculated using CalEEMod, version 2020.4.0 (see Appendix A). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model is the most current emissions model approved for use in California by the SMAQMD.

SITE SPECIFIC ANALYSIS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. Table IS-12 illustrates the specific construction-generated GHG emissions that would result from construction of the project.

Table IS-12: Construction-Related Greenhouse Gas Emissions

Emissions Source	**CO_2e (metric tons/year)**
SMAQMD Construction Threshold	1,100
Project Construction-Related Emissions	58.6
Exceeds Threshold?	**No**

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

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

GHG emissions associated with the project would occur annually, consisting primarily of emissions from equipment exhaust. Table IS-13 illustrates the specific operation-generated GHG emissions that would result from operation of the project.

Table IS-13: Operation-Related Greenhouse Gas Emissions

Emissions Source	**CO_2e (metric tons/year)**
SMAQMD Construction Threshold	1,100
Project Construction-Related Emissions	711
Exceeds Threshold?	**No**

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

GREENHOUSE GAS EMISSIONS CONCLUSION

Construction and operation-related greenhouse gas emissions both fall within the guidelines of the Climate Change Scoping Plan. Since the development is consistent with SACOG's 2020 MTP/SCS, the development would not result in an increase in the severity of construction or operational GHG emission-related impacts. The project will implement BPM 1 in its entirety (see Mitigation Measure I). Project impacts from GHG emissions are ***less than significant with mitigation***.

ENVIRONMENTAL MITIGATION MEASURES

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

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

Applicant _____ Date: _____

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

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

1. 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.
2. 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.
3. 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.
4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
5. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

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

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

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

MITIGATION MEASURE B: OPERATIONAL NOISE ATTENUATION

The project shall incorporate the following design features into final construction plans and specifications, consistent with the Environmental Noise & Vibration Assessment prepared for the project (Bollard, 2024). Any proposed deviations from the design features below must demonstrate equivalent or better noise attenuation through preparation of a noise analysis.

- CMU Wall - An 8' CMU wall shall be constructed on the south and west property lines
- Vacuum Equipment and Enclosure – The project shall be constructed with an AutoVac Industrial 600 Series 40 HP turbine vacuum producer. The noise-generating turbine producer shall be contained within a fully-enclosed equipment enclosure at the location shown in Plate IS-9. The walls, door and ceiling of the vacuum producer enclosure shall be lined with a sound absorbing material.
- Drying assembly- The project shall utilize the 30 HP (55 Hz) Stealth High Powered Quiet Drying System manufactured by International Drying Corporation

MITIGATION MEASURE C: POST CONSTRUCTION NOISE VERIFICATION

Prior to issuance of a certificate of occupancy for the automobile wash facility, an acoustical analysis, prepared by a qualified acoustical consultant, shall be prepared demonstrating noise levels generated by the car wash and vacuums, post buildout, meet or exceed County Noise requirements. This analysis shall be submitted to and verified by the Environmental Coordinator prior to the issuance of occupancy for building permits.

MITIGATION MEASURE D: NATIVE OAK TREE REMOVAL

The removal 171 inches dbh of native oak trees shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. On-site preservation of native trees that are less than 6 inches (<6 inches) dbh, may also be used to meet this compensation requirement. Replacement tree planting shall be completed prior to

approval of grading or improvement plans, whichever comes first. A total of 171-inches will require compensation.

Native trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis*), gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first. A total 171 inches will require compensation.

Equivalent compensation based on the following ratio is required:

- one preserved native tree < 6 inches dbh on-site = 1 inch dbh
- one D-pot seedling (40 cubic inches or larger) = 1 inch dbh
- one 15-gallon tree = 1 inch dbh
- one 24-inch box tree = 2 inches dbh
- one 36-inch box tree = 3 inches dbh

Prior to the approval of Improvement Plans or Building Permits, whichever occurs first, a Replacement Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Tree Planting Plan(s) shall include the following minimum elements:

1. Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved;

2. Method of irrigation;

3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage;

4. Planting, irrigation, and maintenance schedules;

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year establishment period, and to replace any of the replacement trees which do not survive during that period.

6. Designation of 20-foot root zone radius and landscaping to occur within the radius of trees < 6 inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing oak trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement oak trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians.

Oak trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding (in the case of oak trees), utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA Certified Arborist subject to Environmental Coordinator approval.

If tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of $325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

Mitigation Measure E: Swainson's Hawk Nesting Habitat

If construction, grading, or project-related improvements are to commence between February 1 and September 15, a focused survey for Swainson's hawk nests on the site and within ¼ mile of the site shall be conducted by a qualified biologist no later than 30 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Fish and Wildlife shall be contacted to determine appropriate protective measures, and these measures shall be implemented prior to the start of any ground-disturbing activities. If no active nests are found during the focused survey, no further mitigation will be required.

Mitigation Measure F: Migratory Bird Nest Protection

To avoid impacts to nesting migratory birds the following shall apply:

1. If construction activity (which includes clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1 and August 31, a survey for active migratory bird nests shall be conducted no more than 14 days prior to construction by a qualified biologist.

2. Trees slated for removal shall be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during

the nesting season, which is February through August, shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.

3. If active nest(s) are found in the survey area, a non-disturbance buffer, the size of which has been determined by a qualified biologist, shall be established and maintained around the nest to prevent nest failure. All construction activities shall be avoided within this buffer area until a qualified biologist determines that nestlings have fledged, or until September 1.

MITIGATION MEASURE G: RAPTOR NEST PROTECTION

If construction activity (which includes clearing, grubbing, or grading) is to commence within 500 feet of suitable nesting habitat between March 1 and September 15, a survey for raptor nests shall be conducted by a qualified biologist. The survey shall cover all potential tree and ground nesting habitat on-site and off-site up to a distance of 500 feet from the project boundary. The survey shall occur within 30 days of the date that construction will encroach within 500 feet of suitable habitat. The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the Environmental Coordinator prior to ground disturbing activity. If no active nests are found during the survey, no further mitigation will be required. If any active nests are found, the Environmental Coordinator and California Fish and Wildlife shall be contacted to determine appropriate avoidance/protective measures. The avoidance/protective measures shall be implemented prior to the commencement of construction within 500 feet of an identified nest.

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

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

1. **Unanticipated human remains**. Pursuant to Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code, if a human bone or bone of unknown origin is found during construction, all work is to stop and the County Coroner and the Planning and Environmental Review shall be immediately notified. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission within 24 hours, and the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposition of, with appropriate dignity, the human remains and any associated grave goods.

2. **Unanticipated cultural resources**. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

a. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

b. If a potentially eligible resource is encountered, then the archaeologist and/or tribal monitor, Planning and Environmental Review staff, and project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the County Environmental Coordinator as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

MITIGATION MEASURE 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. At a minimum, the project must mitigate natural gas emissions and provide necessary wiring for an all-electric retrofit to accommodate future installation of electric space heating, water heating, drying, and cooking appliances.

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

- BMP 1: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.
    - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).

If the project proponent chooses to propose an alternative to these BMPs, they will need to submit documentation to the satisfaction of the Environmental Coordinator

demonstrating that the alternatives are equivalent to Tier 1 BMPs. Documentation shall be submitted to the Environmental Coordinator prior to approval of grading, improvement plans or building permits, whichever occurs first.

MITIGATION MEASURE COMPLIANCE

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

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $10,000.00. This fee includes administrative costs of $1,050.00.

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

INITIAL STUDY CHECKLIST

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

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

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
4. **AESTHETICS -** Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas. No impact will occur.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area. No impact will occur.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		The proposed rezone occurs near other light commercial buildings. A less than significant impact will result.
d. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X		The project will result in a new source of lighting but will not result in safety hazards or adversely affect day or nighttime views in the area. A less than significant impact will result.
5. **AIRPORTS -** Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones. No impact will occur.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours. No impact will occur.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace. No Impact will occur.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
6. **PUBLIC SERVICES -** Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider (Sacramento Suburban Water District) has adequate capacity to serve the water needs of the proposed project. A less than significant impact will result.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project. A less than significant impact will result.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has the capacity to accommodate solid waste until the year 2050. A less than significant impact will result.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation. A less than significant impact will result.
8. **AIR QUALITY** - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?		X			Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant. The California Emissions Estimator Model (CalEEMod) was used to analyze ozone precursor emissions; the project will not result in emissions that exceed standards. Standard mitigation will ensure these impacts are reduced to less than significant levels.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		There is a preschool abutting the southwest boundary of the Project site (6224 Garfield Avenue). However, standard mitigation will ensure these impacts are reduced to less than significant levels.
c. Create objectionable odors affecting a substantial number of people?			X		The project could result in occasional or periodic odors. Refer to the Air Quality discussion in the Environmental Effects section above.

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		The project site is not within a 100-year floodplain. A less than significant impact will result.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?			X		The project is not located in an area subject to 200-year urban levels of flood protection (ULOP). A less than significant impact will result.
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. A less than significant impact will result.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards. A less than significant impact will result.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		The proposed project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality. Existing regulations will ensure that impacts are less than significant.
11. **GEOLOGY AND SOILS** - Would the project:					

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		Sacramento falls within the Great Valley geomorphic district. The proposed project does not contain sub-surface work at a depth that impacts potential deposits. A less than significant impact will result.
12. **BIOLOGICAL RESOURCES** - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		The proposed project will not 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. A less than significant impact will result.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		The project site contains 0.6 acres of seasonal Valley Grassland. Proximity to additional undeveloped lots reduces impacts to less than significant.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?				X	No protected surface waters are located on or adjacent to the project site. No impact will occur.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?		X			Resident and/or migratory wildlife may be displaced by project construction; however, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected. Impacts are less than significant with mitigation.
e. Adversely affect or result in the removal of native or landmark trees?		X			20 protected trees per County code exist within the Project site and 21 trees are proposed for removal. Mitigations that replace or compensate for tree removal will reduce impacts to less than significant.
f. Conflict with any local policies or ordinances protecting biological resources?			X		The project is consistent with local policies/ordinances protecting biological resources. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?			X		The project is not within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). A less than significant impact will result.
13. **CULTURAL RESOURCES -** Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No historical resources would be affected by the proposed project. A less than significant impact will result.
b. Have a substantial adverse effect on an archaeological resource?			X		The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources. A less than significant impact will result.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. A less than significant impact will result.
14. **TRIBAL CULTURAL RESOURCES -** Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?		X			No known Tribal Cultural Resources exist on the project site, but exists within a potentially sensitive area. Impacts are less than significant with mitigation.
15. **HAZARDS AND HAZARDOUS MATERIALS** - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	The project does not involve the transport of hazardous materials. No impact will occur.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project does not involve the storage of hazardous materials on the site. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 proposed project will not emit hazardous emissions or handle hazardous materials. No impact will occur.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		There are no known hazardous materials sites within the Project APE. A less than significant impact will result.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan. A less than significant impact will result.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the Low Density Residential (LDR) area of the unincorporated County. There is low risk of loss, injury, or death to people or structures associated with wildland fires. A less than significant impact will result.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce a new car wash resulting in an increase in energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The California Emissions Estimator Model (CalEEMod) was used to estimate the greenhouse gas emissions associated with the project. Based on the results, the established County threshold of 1,100 annual metric tons of CO_2e for the commercial/industrial energy and/or transportation sector of the proposed project will not be exceeded. A less than significant impact will result.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?				X	The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Low Density Residential		X	The proposed project would require a General Plan Amendment to reclassify the parcel.
Community Plan	RD-2 (Residential)		X	The proposed project would require a Community Plan Amendment to reclassify the parcel.
Land Use Zone	RD-2 (Residential)		X	The proposed project is not consistent with the Land Use Zone.

APPENDICES

Appendix A: PLNP2020-00198 Blue Oak Car Wash Detailed Report, Results Exported from CalEEMod dated December 29, 2023

Appendix B: A Noise Report titled *Environmental Noise & Vibration Assessment* prepared by Bollard Acoustical Consultants, Inc. dated Jun 6, 2024

Appendix C: An Arborist Report titled *Arborist Report and Tree Inventory Summary: Verner and Garfield Avenues* prepared by Acorn Arboricultural Services, Inc. dated October 27, 2021

Appendix D: An Unclassified Report titled *Records Search Results for PLNP2020-00198_ APN: 220-0023-004, CarWash_SW Corner, Verner Ave. & Garfield Ave, County of Sacramento*

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

https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2020-00198

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