



County of Sacramento

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 Negative Declaration re: The Project described as follows:

1. Control Number: PLNP2023-00249

2. Title and Short Description of Project: Bradshaw Rd-Elder Creek Rd Rezone

The project requests the following entitlements from the County of Sacramento:

1. A **General Plan Amendment** to change the land use designation from Agricultural-Urban Reserve (URB RES) Aggregate Resource Area to Commercial and Offices (COMM/OFF).
2. A **Community Plan Amendment** to change the Vineyard Community Plan land use designation from Industrial Reserve/Surface Mining Combining Zone (IR(SM)) to General Commercial (GC).
3. A **Rezone** from Interim-Agricultural Reserve/Surface Mining Combining Zone (IR(SM)) to General Commercial (GC).
4. A **Use Permit** for a truck and large vehicle storage facility.
5. A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

The proposed project is requesting a change from the prior Use Permit which only allows for heavy equipment storage. The proposed General Plan, Community Plan, Rezone and Use Permit will allow for a change in use to allow the storage of tractor-trailer/semi-truck and large vehicles not associated with construction. The project site is fully developed with driveway, paving, gravel parking, light standards, landscaping and fencing. The applicant intends to use the existing site improvements and no further site modifications are proposed.

3. Assessor's Parcel Number: 063-0130-013-0000

4. Location of Project: The project site is located on the northwest corner of Bradshaw Road and Elder Creek Road in the Vineyard Community

5. Project Applicant: Jim Gillum, Gillum Consulting

- 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 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.

[Original Signature on File]

Julie Newton

Environmental Coordinator

County of Sacramento, State of California

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2023-00249

NAME: Bradshaw Rd-Elder Creek Rd Rezone

LOCATION: The project site is located on the northwest corner of Bradshaw Road and Elder Creek Road in the Vineyard Community.

ASSESSOR'S PARCEL NUMBER: 063-0130-013-0000

OWNER: Buta Singh
8095 Diasy Hill Drive
Sacramento, CA 95829

APPLICANT: Jim Gillum, Gillum Consulting
11358 Amalgam Way No. 9
Gold River, CA 95670

PROJECT DESCRIPTION

The project requests the following entitlements from the County of Sacramento:

1. A **General Plan Amendment** to change the land use designation from Agricultural-Urban Reserve (URB RES) Aggregate Resource Area to Commercial and Offices (COMM/OFF) (Plate IS-1).
2. A **Community Plan Amendment** to change the Vineyard Community Plan land use designation from Industrial Reserve/Surface Mining Combining Zone (IR(SM)) to General Commercial (GC) (Plate IS-2).
3. A **Rezone** from Interim-Agricultural Reserve/Surface Mining Combining Zone (IR(SM)) to General Commercial (GC) (Plate IS-3).
4. A **Use Permit** for a truck and large vehicle storage facility.
5. A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

The proposed project is requesting a change from the prior Use Permit which only allows for heavy equipment storage. The proposed General Plan, Community Plan, and Rezone request will allow for the proposed change in use (new Use Permit). The Use Permit request will restrict the project site use and operations to the storage of tractor-trailer/semi-truck and large vehicles not associated with construction. Currently, the

project site is fully developed with driveway, paving, gravel parking, light standards, landscaping and fencing. The applicant intends to use the existing site improvements and no further site modifications are proposed.

Plate IS-1: General Plan Amendment

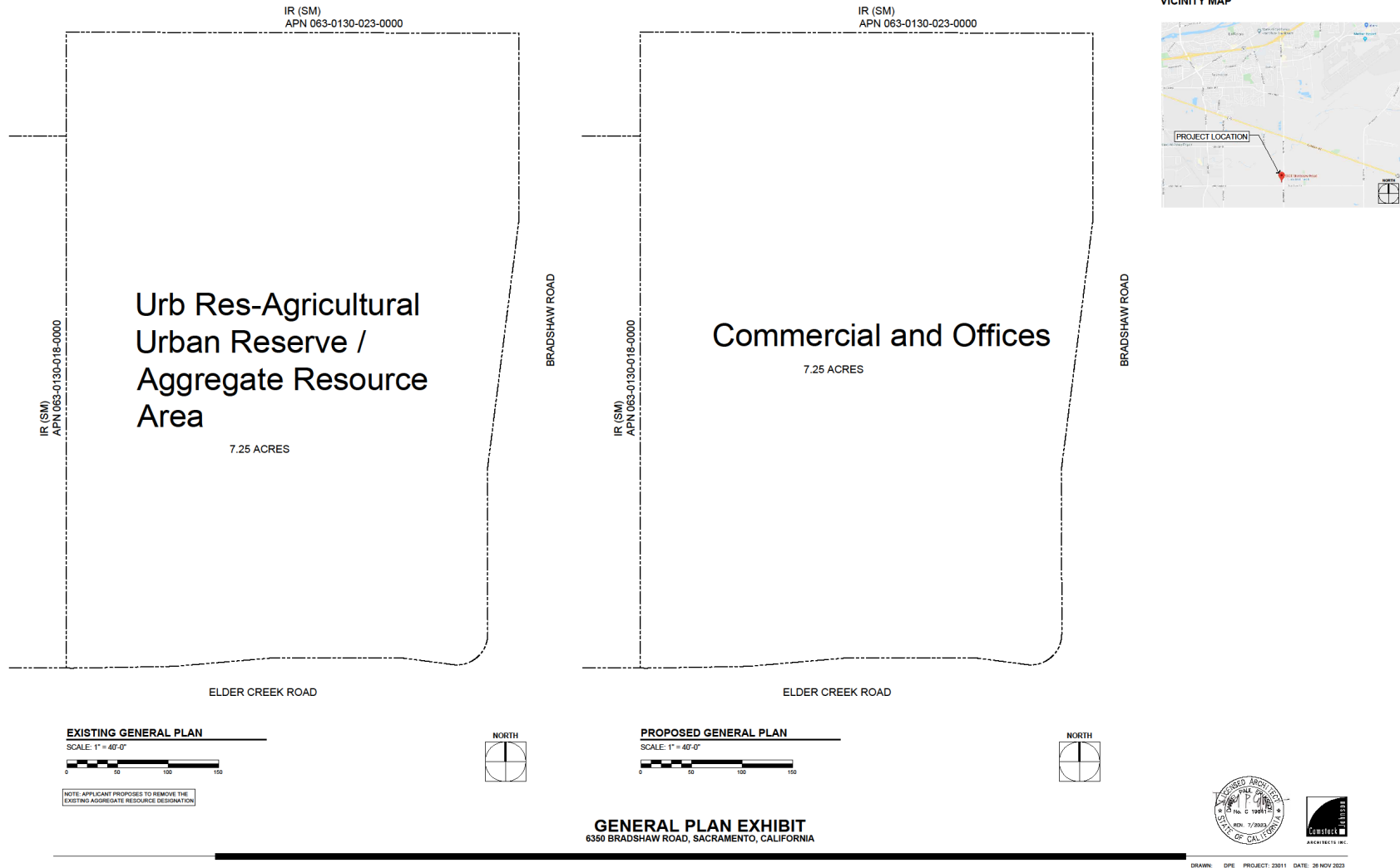
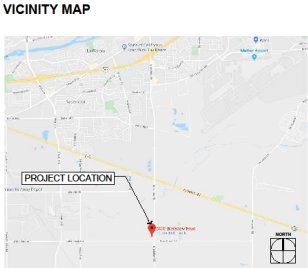
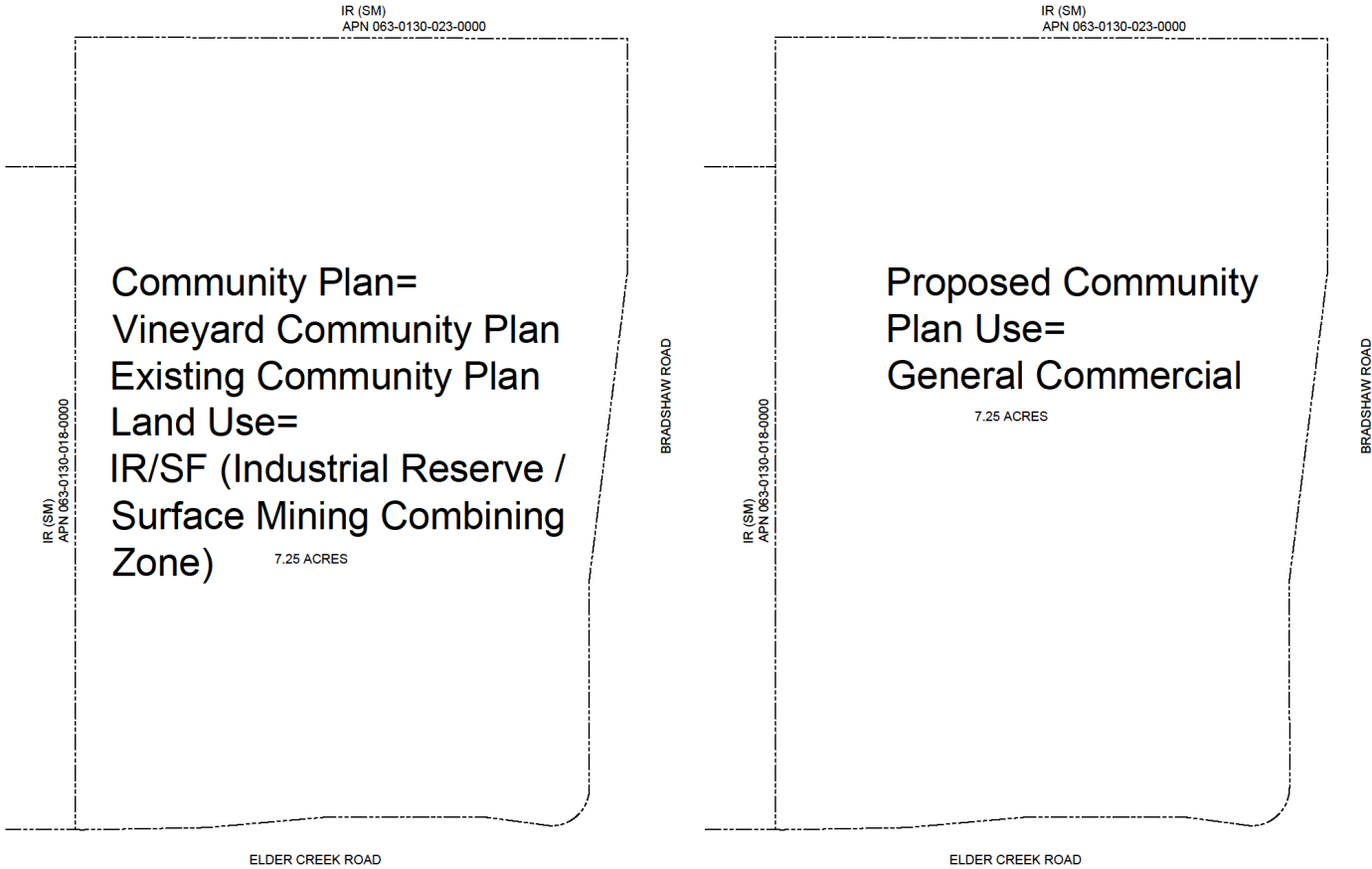


Plate IS-2: Community Plan Amendment



EXISTING COMMUNITY PLAN
SCALE: 1" = 40'-0"



PROPOSED COMMUNITY PLAN
SCALE: 1" = 40'-0"



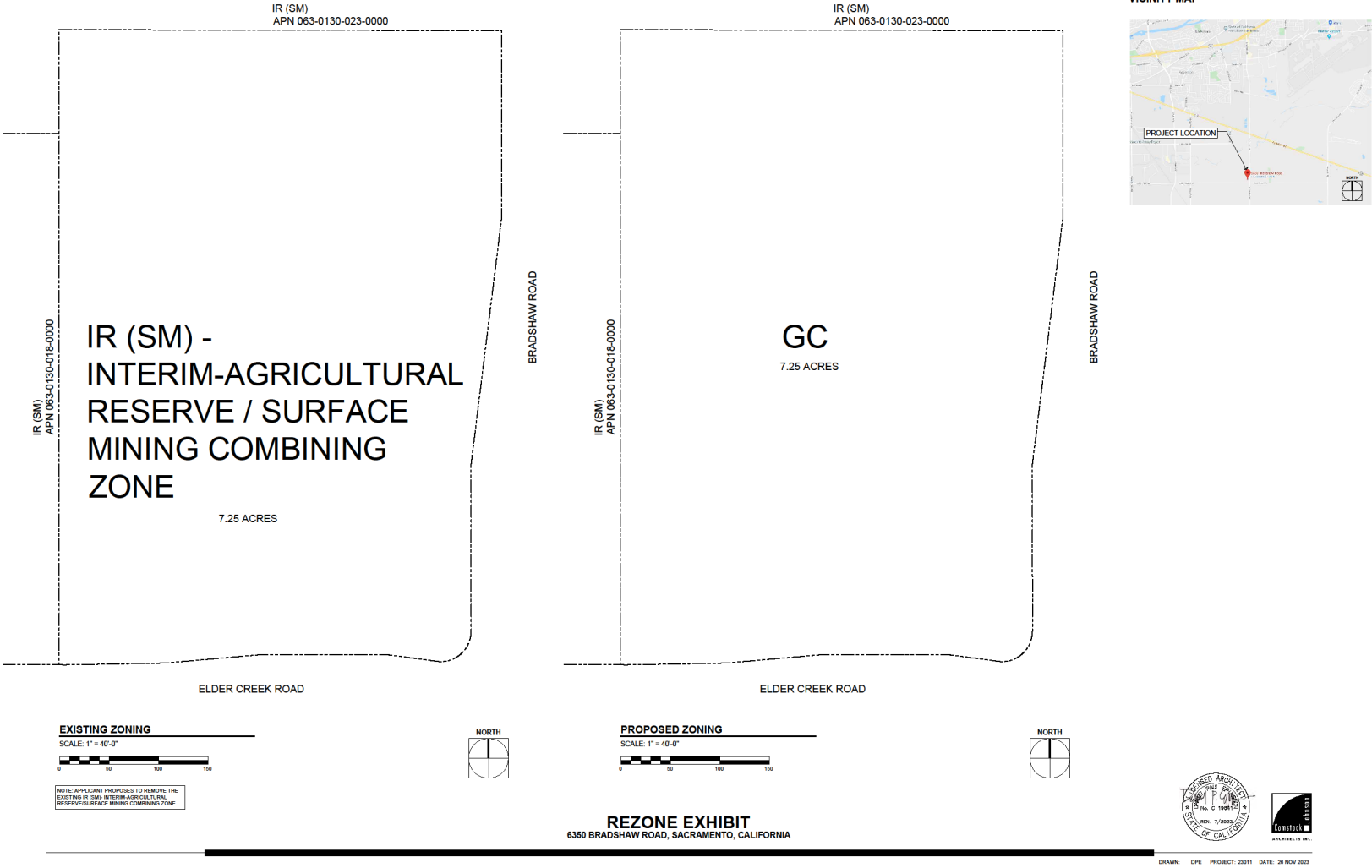
NOTE: APPLICANT PROPOSES TO REMOVE THE
EXISTING IR (SM) INDUSTRIAL RESERVE/SURFACE
MINING COMBINING ZONE.

COMMUNITY PLAN AMENDMENT EXHIBIT
6350 BRADSHAW ROAD, SACRAMENTO, CALIFORNIA



DRAWN: DPE PROJECT: 23011 DATE: 28 NOV 2023

Plate IS-3: Rezone



ENVIRONMENTAL SETTING

The project site is situated at the northwest corner of the intersection of Bradshaw Road and Elder Creek Road, in the Vineyard community (Plate IS-4). The western half of the site is developed as a contractor yard with an existing approximately 2,040 square foot metal building and associated 120± square foot toilet building. An approximate 40-foot gated access from Elder Creek Road is the only access to the project site. The eastern half of the site has been graded and graveled. The perimeter of the project site is fenced with a solid wood fencing and landscaped pursuant to County Zoning Code standards along Bradshaw Road and Elder Creek Road. Just inside of the fence are light standards to illuminate the gravel parking area (Plate IS-5). A water well is located at the center of the property. Surface mining is located within ½ mile of the west, north, and east of project site.

The topography of the project site is relatively flat. The elevation ranges from approximately 60 feet to 64 feet above mean sea level. Surface water drainage is directed towards the roadside ditches along Bradshaw Road and Elder Creek Road. The surrounding land uses are zoned industrial (M-1) and interim agricultural reserve (IR) with single-family residences, parking/storage, and farms.

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.

BACKGROUND

An Initial Study/Negative Declaration (IS/ND) (County Control Number 2018-00353; State Clearinghouse Number 2019079004) was prepared for a Use Permit to allow the leasing of heavy equipment and a service yard (Appendix A). On October 28, 2019, the Planning Commission, adopted the Negative Declaration, adopted the Mitigation Monitoring and Reporting Program, and approved a Use Permit and Design Review to allow a heavy equipment construction storage yard, including the storage of tractor trailers used in conjunction with construction only.

The service yard comprised the western portion of 6.6-acre parcel, but the Initial Study analyzed potential impacts to the entire parcel. The Initial Study determined that there were potentially significant impacts to biological resources including native trees and cultural resources including habitat conversion impacts associated with the South Sacramento Habitat Conservation Plan (SSHCP). Mitigation measures were instituted that reduced impacts to a less than significant level; these included payment of SSHCP land coverage fees for the entire site. The prior project has been completed and the

Mitigation Monitoring and Reporting Program (MMRP) was issued a program completion certificate (PCC). Although the IS/ND mitigation requirements have been completed and the MMRP is closed, the information included in the IS/ND is hereby incorporated by reference for determining the potential impacts of the current project. The current project is the proposed zoning change of the property. As the previously prepared IS/MND analyzed, the entire site and the eastern portion has been graded and the impacts fees associated with the SSHCP have been paid, physical impacts associated with land development are complete. Since there is no new ground disturbance proposed, this Initial Study will focus on the potential impacts of the proposed rezone of the property. The proposed use is similar to the prior use and operational changes are negligible. All other development impacts were addressed in the previous IS/MND. Plate IS-6 shows the existing site plan.

Plate IS-4: Location Exhibit

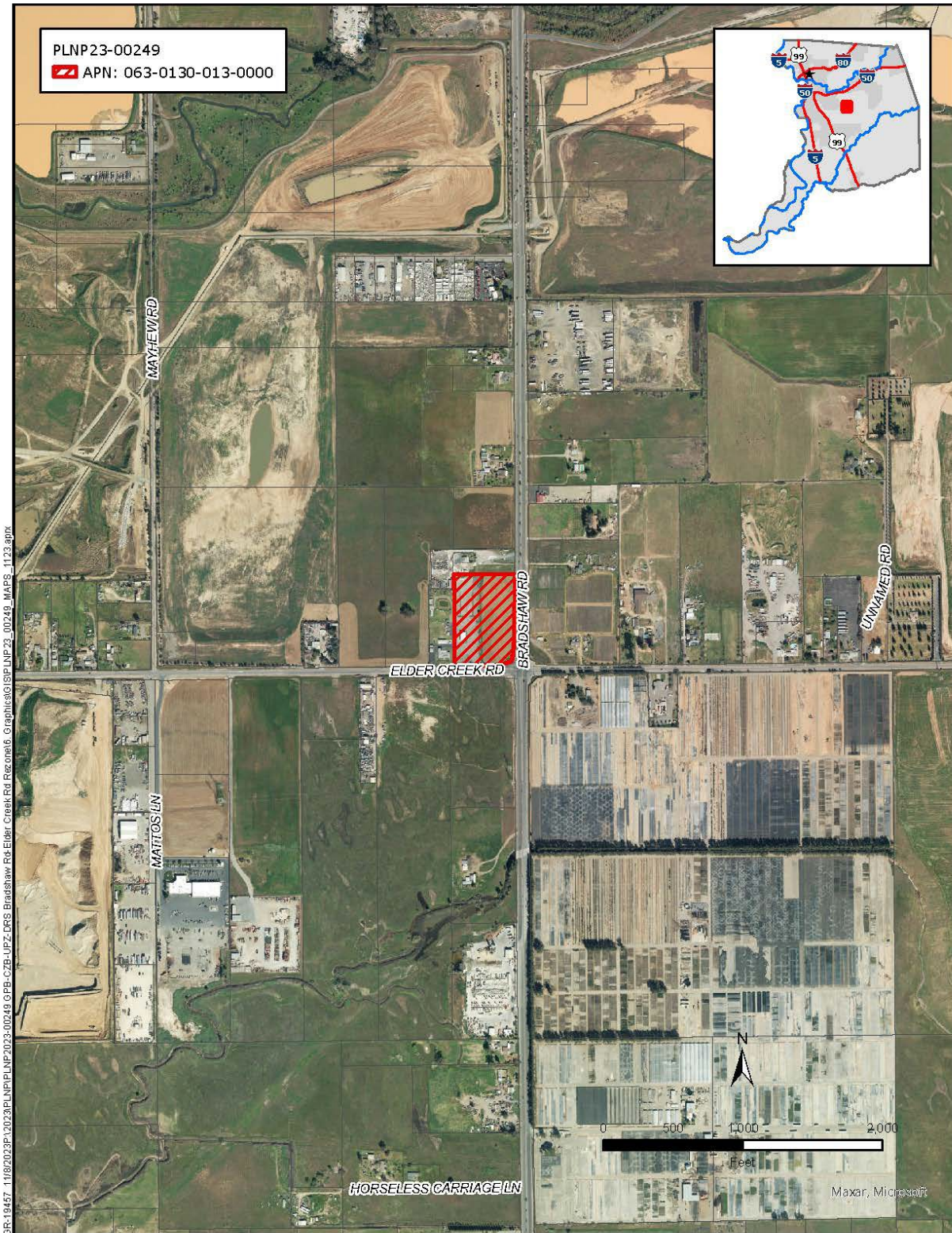
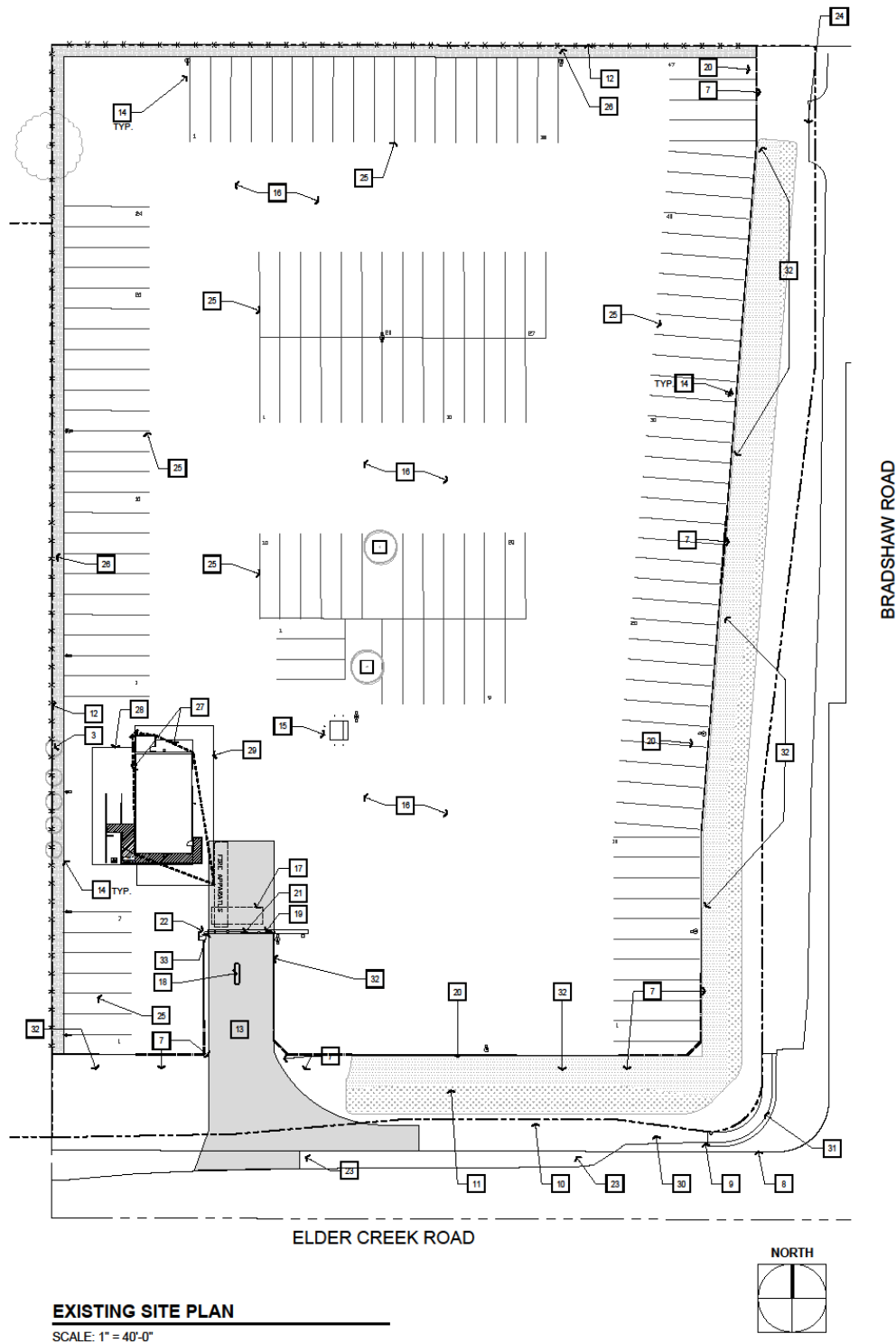


Plate IS-5: Current Aerial Photo of the Project Site (2023)



Source: Google Earth Imagery 2024

Plate IS-6: Existing Site Plan



1. Note that the striping is for illustrative purposes only. The site will not be striped.

LAND USE

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

- 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.

SACRAMENTO COUNTY GENERAL PLAN

The Sacramento County General Plan of 2005–2030 (Sacramento County 2020) was adopted on November 9, 2011. Portions of the County General Plan contain policies for urban development including urban communities and the infrastructure necessary to serve them. Other sections of the County General Plan describe strategies to recognize and preserve areas of open space and natural resources. As a whole, the General Plan reflects a balance between the amount and location of lands planned for urban uses and those planned to remain in a rural or natural setting. One of the primary goals of the General Plan is to promote the efficient use of land in Sacramento County by directing new growth to previously urbanized areas and to strategically planned new growth areas. To do this, County policy encourages the use of master or specific plans to prioritize development opportunities and limits new urban development and the provision of urban services to areas within the Urban Policy Area (UPA). The project site is located within the Urban Services Boundary (USB) but is currently outside of the UPA.

EXISTING GENERAL PLAN LAND USE DESIGNATION

The site is designated in the General Plan as Agricultural-Urban Reserve within an Aggregate Resource Area overlay. The General Plan defines these land uses as:

Agricultural-Urban Reserve. Agricultural-Urban Reserve designation identifies areas for urban expansion after the 20-year planning period. One large area given this designation is reserved for aggregate resource mining. These areas will be evaluated for their development potential when the level of growth in the planned urban areas justifies their need, mining is completed, and the area is restored. Because most of this land is intended for mining it will receive no additional urban services (e.g., water and sewer systems) above the level existing when the land was first designated. Further, land divisions incompatible with orderly and well-planned future urban development are not permitted.

Aggregate Resource Area. The purpose of the Aggregate Resource Area combining designation is to identify areas with valuable mineral resources and protect those resources as open space until the area is mined. While surface mining is an industrial activity, its locational requirements are dependent upon the physical location of aggregate resources. Specific policies apply to these areas that encourage the conservation and efficient use of mineral resources, while ensuring the maximum feasible protection of the environment. This land use designation is combined with designations such as Industrial Extensive, Agricultural-Urban Reserve, Agricultural Cropland, and General Agriculture (20

and 80 acres). These areas may be ultimately reclaimed for residential, industrial, or other uses.

PROPOSED GENERAL PLAN LAND USE DESIGNATION

The General Plan defines the Commercial and Offices Use as:

The Commercial and Office designation provides for a full range of neighborhood, community and regional shopping centers and a variety of business and professional offices. Uses include locally-oriented retail, professional offices, and regional commercial operations. The location and size of commercial areas is based upon accessibility, historic development patterns, community and neighborhood needs, and minimization of land use conflicts. Ideally, commercial areas are designed to integrate with the community, including the provision for pedestrian amenities. The standard for commercial Floor Area Ratios is between 0.25 and 2.5.

GENERAL PLAN POLICIES

General Plan policies applicable to this project are:

LU-1. The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes and the extension provisions as provided in Policy LU-1.1.

LU-46. Assure that regionally-oriented commercial and office uses and employment concentrations have adequate road access, high frequency transit service and an adequate but efficient supply of parking.

VINEYARD COMMUNITY PLAN

The Vineyard Community Plan was adopted by Sacramento County in 1985. Since the adoption of the Plan, many amendments to the Land Use Map have been made. In general, the Vineyard Community Plan is a guide for the future growth and development of the Vineyard area. The Plan includes community goals and objectives, policies and programs for future development.

EXISTING COMMUNITY PLAN LAND USE DESIGNATION

The property is designated as Industrial Reserve with Surface Mining Combining Zone. The Vineyard Community Plan acknowledges that the Industrial Reserve land use is specific to areas where there is no public water or sewer services.

PROPOSED COMMUNITY PLAN LAND USE DESIGNATION

The Vineyard Community Plan acknowledges that land use definitions follow that of the General Plan and there are no specific definitions for general commercial in the Vineyard Community Plan. Refer to the land use definition detailed above in the General Plan discussion.

COMMUNITY PLAN POLICIES

The Vineyard Community Plan policy which is applicable to this project is:

Commercial/Industrial Policy 4. Commercial/industrial development must be adequately buffered from adjacent residential or agricultural uses with screening, open space or less dense development, or other means.

PROPOSED WEST JACKSON HIGHWAY MASTER PLAN

The proposed project is currently located in the Vineyard Community Plan area of Sacramento County. However, the project site is within the proposed West Jackson Highway Master Plan (WJHMP) area which is currently undergoing environmental review. Originally intended to re-design, re-purpose, and reconnect current and former mining properties to the Rosemont and Vineyard Communities, the WJHMP was augmented during the project initiation phase to include a number of smaller non-participating parcels. This was done to establish a more logical planning boundary and a comprehensive vision for the 5,913-acre plan area. If adopted, the WJHMP would become an extension of the Sacramento County General Plan and serve as a planning and policy tool that refines and implements countywide goals, objectives, and policies for the WJHMP area. Reference Plate IS-7 for the land use map of the WJHMP area.

To facilitate the transition to the land uses envisioned in the WJHMP, the plan area has been divided into two districts (within which the Project Applicants are the majority landowners) and three future planning areas (FPAs). FPAs are composed of three distinct geographic areas over which the Project Applicants do not have land use control. The WJHMP establishes land use designations, distribution, and intensity (density and/or floor area ratio) for the properties in the plan area. The project is located with one of the FPAs, specifically area B (Plate IS-8).

The WJHMP land use map designates FPAs for residential use for the purpose of resource planning and to ensure appropriate sizing of infrastructure. However, these areas would retain their current General Plan land use designations (General Agriculture – 20 acre minimum and Agricultural-Urban Reserve) with adoption of the WJHMP but will receive a West Jackson Master Plan Overlay. In order to change existing land use designations and zoning in the FPAs, landowners of these areas would need to initiate amendment(s) to the WJHMP or prepare subsequent comprehensive planning documents.

SACRAMENTO COUNTY ZONING CODE

The Sacramento County Zoning Code was developed to encourage the most appropriate use of land; to conserve, protect, and stabilize the value of property; to provide adequate open spaces for light and air; to prevent undue concentration of population; to lessen congestion on the streets; to facilitate adequate provisions for community utilities such as transportation, water, sewerage, schools, parks, and other publicly owned facilities; and to promote the public health, safety, and general welfare.

EXISTING ZONING

The project site is currently zoned IR (SM) - Interim Agricultural Reserve/Surface Mining. The IR (SM) zoning designation is intended to eliminate encroachment of incompatible land uses with the long-term agricultural use; discourage the premature and unnecessary conversion of agricultural land to urban uses; assure the preservation and sustainability of agricultural lands that have a definite value as open space and for the production of agricultural products, so as to preserve an important physical, social, aesthetic, and economic asset of the residents of the County; and encourage the retention of sufficiently large agricultural lots to assure maintenance of viable agricultural units (Sacramento County 2021). The 20-acre minimum parcel size in this district anticipates agricultural use.

The Surface Mining (SM) Combining Zoning District is designed to protect the mineral resources of the County from incompatible land use; to manage the mineral resources; to assure the County of an adequate supply of these resources with due consideration for the environment; and to provide for the restoration of mined lands for future use. The goals to be pursued by establishment of this zoning district include that:

- Mineral resource areas be protected from preclusive and incompatible land uses.
- Surface mining be controlled to provide for protection of the environment.
- Surface mining be controlled to protect the public health, safety, welfare, and property values of residents living near surface mining operations.
- Provisions be made for the reclamation of mined lands in compliance with SCC, Chapter 20.04, Surface Mining and Reclamation.

Permitted uses within the IR (SM) zoning designation include raising and harvesting crops, commercial bee keeping, primary processing of agricultural products, stables and corrals, roadside crop sales, single-family dwelling units, farm worker housing, parks, wildlife preserves, and gas and oil wells (Sacramento County 2021).

Uses permitted with approval of a Use Permit include food processing industries; places of worship; campgrounds; hunting clubs; major utilities; solar energy facilities; wind turbine facilities; and wireless communication towers (Sacramento County 2021).

PROPOSED ZONING

The GC zoning designation provides an area for the general commercial and heavier types of commercial uses that would not be appropriate in the more restrictive commercial districts. It is intended that this district be used in appropriate locations along major streets or in commercial subdivisions where the uses permitted would not adversely affect the surrounding properties. Several uses would be permitted “by right” under this zone, examples include:

- Agricultural Supplies and Services
- Art Gallery, Art Studio
- School, K-12, Public
- Animal Grooming, Short-Term Boarding
- Veterinarian Animal Hospital
- Driving Instruction
- Funeral Establishment (Does not include a crematory)
- Self-Service Laundromat
- General Repair Services
- Tool Repair, Sharpening, Reconditioning (i.e. Small Engines, Power Tools)
- Catering Service
- General Recreation Facility, Indoor (less than 300 person capacity/no indoor shooting ranges)
- Live/Motion Picture Theater and Performing Arts Center
- General Retail Sales (up to 350,000 sq. ft.)
- Neighborhood Convenience Store, Food Markets (Up to 6,000 sq. ft. and no extended hours)
- Food Production and Wholesales
- Liquor Store
- Wholesale, not otherwise listed
- Nursery
- Automobile Lease or Rental, Limousine Service
- Towing Service (office only)
- Utility Truck and Trailer Rent, Sales, or Services
- Laboratory
- Service Yard, Workshop*
- Storage, Mini*
- Warehousing*
- Convenience Recycling Facilities
- Dwelling, Multifamily10 or fewer units
- Dwelling, Multifamily- more than 10 units
- Dwelling, Single-family Attached- 10 or fewer lots
- Dwelling, Single-family Attached- more than 10 lots
- Transitional Housing, Supportive Housing
- Residential Care Home 6 or fewer in care
- Residential Care Home 7 to 20 in care
- Emergency Shelter
- Low Barrier Navigation Center
- Single Room Occupancy Unit
- Places of Worship or Other Religious Institution
- Private Social Center, Social Club, Fraternal Hall/Lodge
- Government and Local Agency Buildings and Uses
- Community Garden
- Ambulance Service
- Child Day Care Center
- Congregate Care Facility

PROJECT IMPACTS

As noted in the project description and environmental setting, the proposed project is requesting an amendment to the General Plan and the Vineyard Community Plan Land Use designations and a rezone to commercial uses to allow for storage and parking of trucks in addition to the permitted storage of heavy equipment. Pursuant to General Plan policy LU-1, the extension of the UPA is not required at this time since the proposed project does not require urban services. Future development, redevelopment or introduction of a new use on the parcel will require new analysis to ensure that public services are available. Project conditions of approval will limit permitted uses and development of the site until such a time that urban services are available. Refer to the zoning discussion below. The proposed project is consistent with this General Plan policy.

Pursuant to General Plan policy LU-46, Commercial and Office land uses should be situated along major roadways with adequate access, transit and employment. As stated previously, the proposed project will remain industrial in nature; however, the parcel is situated along two major roadways – Bradshaw Road and Elder Creek Road, which allows for adequate access. Further, future uses would be required to establish parking per the applicable County standards in place at the time of development. The proposed project is consistent with this General Plan policy.

Similarly, the proposed project is consistent with the Vineyard Community Plan policies and goals in that the project area is acknowledged to be reserved for more industrial or commercial uses as the area grows. The existing site is surrounded with solid fencing and there is a landscape buffer with trees between the western single-family at the project site.

The project is located within the WJHMP area, specifically FPA B. FPA B is 226 acres and is generally located near the intersection of Elder Creek Road and Bradshaw Road, and contains land uses as illustrated in Plate IS-8. As shown, FPA B does not currently forecast any specific commercial development. However, that does not mean that commercial development would be precluded as FPA B is built out. Therefore, the proposed rezone would not be excluded.

The proposed rezone of the project site to General Commercial (GC) will allow the applicant to modify their business to allow for the storage of trucks and large vehicles.

However, urban services typically required in order to support a rezone to an urban designation such as GC, and necessary to serve the types of urban uses permitted by right in the GC zone, are not currently available to the subject parcel. Therefore, without a condition attached to the rezoning implementation addressing the need for access to public water and public sewer, the impact of the rezone would be **potentially significant**. Therefore, to prevent the inadvertent approval of a land use requiring public water and public sewer the following Condition of Approval is proposed for inclusion in the rezone ordinance:

Use and development of the subject property shall be limited to operation of the Truck and Large Vehicle Storage use and those uses deemed similar in operation

and intensity by the Planning Director. Any change to or addition of new uses permitted by right in the General Commercial Zoning District not deemed similar in operation and intensity shall require a subsequent Use Permit to the Zoning Administrator. Any change to or addition of new uses conditionally permitted in the General Commercial Zoning District shall require approval by the designated authority specified by the Zoning Code. In order to allow the full breadth of uses allowed under the General Commercial Zoning District without the above restrictions an amendment to this rezone ordinance shall be required. Note: Any future planning entitlements shall be subject to Sacramento County policies and standards and the California Environmental Quality Act.

With the implementation of this Condition of Approval impacts of the rezone would be reduced to ***less than significant***.

In addition, the rezone will remove of the SM Combining Zoning District which is in place to: protect the mineral resources of the County from incompatible land use; to manage the mineral resources; and to assure the County of an adequate supply of these resources. The project is located within the Mineral Resource Zone-2 (MRZ-2) according to the 2018 Mineral Land Classification Map prepared by the State Department of Conservation. This MRZ-2 zone is defined as an area where geologic information indicates the presence of significant concrete aggregate resources. Even though the project site is located within a mineral resource area, it has not been specifically evaluated for the type, quality and quantity of material. Further, the site is already developed with a small building and graveled storage yard.

The removal of the SM combining zone for the 6.6 acre site would reduce the acreage of available mineral resources; however, the site is privately owned and not contemplated for mining. The proposed rezone and use of the project site would not conflict with surrounding aggregate resource areas or mining operations. Further, the proposed use does not preclude the possibility to mine the site therefore protecting the mineral resources. Impacts associated with the removal of the SM combining zone are ***less than significant***.

AIR QUALITY

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

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

The proposed project is requesting to change operations from the storage of heavy vehicles and equipment associated with construction to the storage of tractor-trailer/semi-trucks and trailers. There are no physical site improvements and the size of the parking area will remain the same. Therefore, there are ***no impacts*** associated with construction emissions. Similarly, the types of vehicles, primarily diesel engines, that will be entering

and exiting the project site are the same as is allowed now. There are ***no new significant impacts*** associated with operational emissions over the baseline condition.

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 Instructions 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, PM₁₀, 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-4 and Table IS-5.

Table IS-1: 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}	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	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
		(Mean)	(Mean)		
Respiratory					
Emergency Room Visits, Asthma	0 - 99	0.96	0.89	0.0048%	18419
Hospital Admissions, Asthma	0 - 64	0.064	0.059	0.0032%	1846
Hospital Admissions, All Respiratory	65 - 99	0.31	0.27	0.0014%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.17	0.16	0.00065%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000080	0.000074	0.0020%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0073	0.0069	0.0022%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.018	0.017	0.0023%	741

Acute Myocardial Infarction, Nonfatal	55 - 64	0.029	0.028	0.0022%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.11	0.10	0.0020%	5052
Mortality					
Mortality, All Cause	30 - 99	2.0	1.8	0.0041%	44766

Notes:

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

Table IS-2: 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}	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	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
		(Mean)	(Mean)		
Respiratory					
Hospital Admissions, All Respiratory	65 - 99	0.071	0.057	0.00029%	19644
Emergency Room Visits, Asthma	0 - 17	0.33	0.28	0.0048%	5859
Emergency Room Visits, Asthma	18 - 99	0.54	0.46	0.0036%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.044	0.037	0.00012%	30386

Notes:

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

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

CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS

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

HYDROLOGY AND WATER QUALITY

This section supplements the Initial Study Checklist by analyzing if the proposed project would alter the existing drainage patterns in such a way that it causes flooding; contribute runoff that would exceed the capacity of existing or planned stormwater infrastructure; place housing within the 100-year floodplain; place structures in a 100-year floodplain

that would cause substantial impacts as a result of impeding or redirecting flood flows; develop in an area that is subject to 200 year urban levels of flood protection, or expose people or structures to substantial loss of life, health, or property as a result of flooding. The project site is not located in a Federal Emergency Management Agency (FEMA) flood zone or local flood hazard zone.

During the preparation of the prior Initial Study/Negative Declaration (IS/ND) (County Control Number 2018-00353) for the project to develop the western portion of the project site a Drainage Study and Stormwater Quality Design Report was prepared for the proposed project by Peabody Engineering dated March 19, 2019. The report identified drainage needs associated with the development of a graveled storage yard. Drainage improvements were installed with initial site development in 2020. The Department of Water Resources did not have additional comments for the proposed project at this time; however, conditions of approval requiring compliance with current Sacramento County Improvement Standards, Sacramento County Floodplain Management Ordinance; and applicable stormwater quality treatment, Low Impact Development (LID), hydromodification, source control, and trash full capture requirements set forth by the Stormwater Quality Design Manual for the Sacramento region.

Compliance with County standards and regulations ensure drainage impacts are ***less than significant***.

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY BACKGROUND

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. SB 32 extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.¹

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.

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

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

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

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

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

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/PlansandProjectsInProgress/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. Based on comments received Sacramento County revised the CAP and released a Subsequent Environmental Impact Report to analyze the potential impacts of the revised CAP. The revised CAP will be presented to the Board of Supervisors late 2024 for adoption.

THRESHOLDS OF SIGNIFICANCE

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

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

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 metric tons of CO₂e per year). If a project’s operational emissions are less than or equal to 1,100 metric tons of CO₂e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.
 - EV Capable requires the installation of “raceway” (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)
 - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

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

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

SMAQMD’s GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-7.

Table IS-3: SMAQMD Thresholds of Significance for Greenhouse Gases

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas as CO ₂ e	1,100 metric tons per year	1,100 metric tons per year
Stationary Source Only		
	Construction Phase	Operational Phase
Greenhouse Gas as CO ₂ e	1,100 metric tons per year	10,000 metric tons per year

PROJECT IMPACTS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

As the site is already developed no additional construction generated emissions would occur; therefore, there are ***no impacts*** associated with construction-related GHG.

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

The proposed project does not include new buildings and therefore, BMP 1, no natural gas, is not applicable. As indicated in the *GHG Thresholds for Sacramento County*, industrial uses are not included in CARB's Scoping Plan assumptions and therefore the proposed BMPs are not applicable to this project. Further, the proposed use permit will not require site upgrades and is consistent with the zoning code. Impacts associated with GHG emissions are ***less than significant***.

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 rezone to General Commercial would be inconsistent with environmental policies of the Sacramento County General Plan, Vineyard Community Plan, Sacramento County Zoning Code and the proposed West Jackson Highway Master Plan (WJHMP) requirements for having public water and public sewer. With approval of the Condition of Approval the impacts would be less than significant. Refer to the Land Use discussion in the Environmental Effects section above.
b. Physically disrupt or divide an established community?				X	The project will not create physical barriers that substantially limit movement within or through the community.
2. POPULATION/HOUSING - Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The project will neither directly nor indirectly induce substantial unplanned population growth; The proposed project is intended to service existing or planned development and will not induce substantial unplanned population growth.
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.
3. AGRICULTURAL RESOURCES - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?			X		The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?			X		Though in an area where agricultural uses occur, the project will not substantially interfere with agricultural operations because the surrounding area also includes industrial operations that are similar to the project proposal. Additionally, the site is located at the intersection of two major roadways within the community, Bradshaw and Elder Creek Roads, which has been identified in the WJHMP as an area for future development. A less than significant impact will result.
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.
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.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		The project site is already developed and the proposed project will not alter the site. It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity
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 not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
5. AIRPORTS - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones. The project site is located approximately 2.3 miles southwest of the Mather Airport Runway. No impact will result.
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. The project site is located approximately 2.3 miles southwest of the Mather Airport Runway. No impact will result.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace. The project site is located approximately 2.3 miles southwest of the Mather Airport Runway. No impact will result.
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement. The project site is located approximately 2.3 miles southwest of the Mather Airport Runway. No impact will result.
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		Private wells would be used to provide potable water for the development. As proposed, the project would not result in the addition of new water wells to serve the project. The use of the existing well would not add incrementally to a documented decline in the groundwater table in the County.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?				X	The project will not require wastewater services. No impact will result.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?				X	The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?				X	The project will not require new electric or natural gas service.
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.
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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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		<p>According to Table A-1 in the Transportation Analysis Guidelines, "Storage of Operable Boats, RVs, or Vehicles" is considered to be a retail use. Because the size of the project (generation of 42 new trips) is below the thresholds specified, the project may be presumed to be locally serving. However, with the proposed rezone if developed as something other than the truck storage facility, could permit a greater number of trips (up to 4,335) thereby requiring a Local Transportation Analysis (LTA).</p> <p>According to DOT, the project will not need to perform an LTA until the approval of a new use permit or issuance of a building permit for any new development other than the current project. The LTA condition for this project shall sunset upon the approval of pending the West Jackson Highway Master Plan (WJHMP) and certification of the WJHMP environmental impact report (EIR), provided that the project comply with the requirements for development within the WJHMP and future planning areas (FPAs), including but not limited to WJHMP and FPA mitigation measures, conditions of approval, and transportation mitigation strategy.</p> <p>Therefore, project impacts of the proposed development of the truck storage facility individually or cumulatively are less than significant.</p>
b. Result in a substantial adverse impact to access and/or circulation?				X	No changes to existing access and/or circulation patterns would occur as a result of the project.
c. Result in a substantial adverse impact to public safety on area roadways?				X	No changes to existing access and/or circulation patterns would occur as a result of the project; therefore, no impacts to public safety on area roadways will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
8. AIR QUALITY - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project site is already developed no ground disturbance will occur.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors.
9. NOISE - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards.
b. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary.
10. HYDROLOGY AND WATER QUALITY - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project is not within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map, nor is the project within a local flood hazard area.
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.
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).
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.
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.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.
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.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?				X	The project is not located on an unstable geologic or soil unit.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?			X		All septic systems must comply with the requirements of the County Environmental Management Department, Environmental Health Division, as set forth in Chapter 6.32 of the County Code. Compliance with County standards will ensure impacts are less than significant.
e. Result in a substantial loss of an important mineral resource?			X		Although located in an area with known mineral resources, the proposed project would not significantly impact future use of important mineral resources located on site.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		No known paleontological resources (e.g. fossil remains) or sites occur at the project location.
12. BIOLOGICAL RESOURCES - Would the project:					

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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 site is already developed there is no habitat that would support any special status species.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?				X	The project site is already developed. Project implementation would not affect riparian habitat or other sensitive natural communities.
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.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?				X	The project site is already developed. Project implementation would not affect native resident or migratory species.
e. Adversely affect or result in the removal of native or landmark trees?				X	Native and/or landmark trees occur on the project site; however, the project will not impact these trees. Refer to the Biological Resources discussion in the Environmental Effects section above.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). The project site is developed and no further permit authorization through the SSHCP is required. The project will not impact an adopted habitat conservation plan.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?				X	The only current development on the site is an existing toilet building which is less than 50 years old. No historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?			X		The Northern California Information Center was contacted regarding the previously developed project on the western portion of the project site. A record search indicated that the project site is not considered sensitive for archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?				X	No known human remains exist on the project site and no additional soil disturbance is proposed.
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and request for consultation was not received. Tribal cultural resources have not been identified in the project area.
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	The project does not involve the transport, use, and/or disposal of hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?				X	The project does not involve the transport, use, and/or disposal of hazardous material.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X	The project does not involve the use or handling of hazardous material.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?				X	The project is not located on a known hazardous materials site.
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.
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 developed with gravel and paved areas. Surrounding uses are open fields, industrial uses or agricultural uses. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		The site previously added a toilet building as part of the development of the western part of the site. There will be additional lighting for security and safety which may result in a small increase in energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are met 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.

	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 proposed project is requesting to change operations from the storage of heavy vehicles and equipment associated with construction to the storage of tractor-trailer/semi-trucks and trailers. There are no physical site improvements and the size of the parking area will remain the same. Therefore, there are no impacts associated with construction GHG emissions. Similarly, the types of vehicles, primarily diesel engines, that will be entering and exiting the project site are the same as is allowed now. There are no new significant impacts associated with operational GHG emissions over the baseline condition.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		As indicated in the <i>GHG Thresholds for Sacramento County</i> , industrial uses are not included in CARB's Scoping Plan assumptions and therefore the proposed BMPs are not applicable to this project. Further, the proposed use permit will not require site upgrades and is consistent with the zoning code. Impacts associated with GHG emissions are less than significant . The project is consistent with County policies adopted for the purpose of reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Agricultural-Urban Reserve (URB RES) Aggregate Resource Area		X	Upon approval of the General Plan Amendment, the project will be consistent.

Community Plan	IR(SM)		X	Upon approval of the Community Plan Amendment, the project will be consistent.
Land Use Zone	IR(SM)		X	Upon approval of the rezone and use permit, the project will be consistent.

INITIAL STUDY PREPARERS

Environmental Coordinator: Julie Newton

Senior Planner: Alison Little

Project Leader: Kurt Steinert

Office Manager: Kim Reading

Administrative Support: Justin Maulit

APPENDICES

Appendix A: Initial Study/Negative Declaration (IS/ND) Heavy Equipment Parking Yard (County Control Number 2018-00353).

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

The direct link is:

<https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2023-00249>