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:** PLNP2022-00220

2. **Title and Short Description of Project: Greenback and Hickory**

The project consists of the following entitlement requests:

1. A **Tentative Parcel Map** to divide a 2.84 gross acre parcel into two new parcels in the Greenback Lane Special Planning Area (SPA).
2. A **Use Permit** to allow an auto service station and a neighborhood convenience store with extended hours (24/7) in the Greenback Lane SPA, and to allow the proposed auto service station to deviate from the following development standards:

- Design Clearance Height (Section 3.7.9.2.C.2.I.i): The maximum allowable height is 16'-0". As proposed, the design clearance height is 16'-6".
- Allowable Roof Structure Height (Section 3.7.9.2.C.2.I.ii): The allowable roof structure height shall not extend higher than 2'-6" above the design clearance height. The proposed canopy structure height is 3'-4 ½".

3. A **Special Development Permit** to allow the proposed project to deviate from the following development standards:

- Minimum Front Yard (Section 5.5.2.A, Table 5.13): The requirement is 56'-0" with a Public Utility Public Facility easement (PUPFE). As proposed, all new commercial structures (mini-storage and convenience store) are located with the required setback.
- Minimum Side Street Yard (Section 5.5.2.A, Table 5.13): The requirement is 56'-0" with a Public Utility Public Facility easement (PUPFE). As proposed, all new commercial structures (mini-storage and convenience store) are located with the required setback.
- Landscape Planter (Section 5.2.4.B.3.b): A minimum seven-foot-wide continuous landscaped planter area is required for commercial uses at property lines shared with an agricultural-residential or residential zone. Landscaping within this planter shall consist of screening trees spaced 30' on center in combination with other plant material to provide a dense visual screen. The planter along the western boundary narrows to 4.5 – 5 feet to the north and screen trees are not proposed.

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

The project includes a proposal to create two separate parcels on the subject property, consisting of Parcel 1 (approximately 1.33 acres) and Parcel 2 (approximately 1.51 acres). The applicant will be required to install public street improvements along the project frontage of Greenback Lane and Hickory Avenue, including but not limited to curb, gutter, sidewalk, pavement, and streetlights. Additionally, traffic and circulation recommendations from the Local

Transportation Analysis (LTA) will need to be complied with along with signalized intersection improvements, prior to certificate of occupancy. See the Transportation/Traffic Section below for further information on the LTA.

Parcel 1 is proposed to have a 2,900± square foot neighborhood convenience store and auto service (gas) station with six (6) multiple product dispensers (MPD) and associated canopy structure, as well as an air and water dispenser with parking stall. Additionally, Parcel 1 will include a monument sign depicting fuel prices, and a 19-space parking area with six dedicated electric vehicle parking stalls equipped with charging facilities, as well as a new trash enclosure. Parcel 2 will include an approximately 80,196 square foot indoor self-storage facility, consisting of a three-level building, including basement. The parking area for the indoor storage facility will total 23 parking spaces, located along the northern and western property lines. Landscaping is proposed around the entire perimeter of the project site and both parcels will be connected via a new driveway extending along the western side of the property. Access to Parcel 1 will also be provided from Greenback Lane and Hickory Avenue while an additional access to Parcel 2 will be provided via an existing driveway on Hickory Avenue. The gas station and convenience store are proposed to operate with extended hours (24/7).

3. **Assessor's Parcel Number:** 261-0210-020-0000

4. **Location of Project:** The project site is located at 8695 Greenback Lane, at the northwest corner of the Hickory Avenue and Greenback Lane intersection, in the Orangevale community.

5. **Project Applicant:** Iroquois Investment Company, LLC

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: PLNP2022-00220

NAME: Greenback and Hickory

LOCATION: The project site is located at 8695 Greenback Lane, at the northwest corner of the Hickory Avenue and Greenback Lane intersection, in the Orangevale community.

ASSESSOR'S PARCEL NUMBER: 261-0210-020-0000

OWNER/APPLICANT: Iroquois Investment Company, LLC
825 K Street
Sacramento, CA 95814

PROJECT DESCRIPTION

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all new commercial structures (mini-storage and convenience store) are located with the required setback.

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Environmental Setting

The 2.23-acre vacant parcel is located in the Greenback Lane Special Planning Area (SPA) at the northwest corner of the Greenback Lane and Hickory Avenue intersection. The parcel formerly contained a single-family dwelling, that was demolished under permit in 2005. The site was significantly higher in elevation compared to the surrounding area, however, due to prior entitlement approvals, the site has been

lowered from extensive rough grading and over 30 trees have been removed. Three (3) native oak trees remain on the property with annual grasses near these particular trees. Chain link fencing surrounds the entire property.

The area surrounding the subject property is mostly urbanized; with residential and commercial development on all four sides of the project site. Surrounding uses include a WinCo food store to the east across Hickory Avenue, a retail strip center on the southeast side of the Greenback Lane and Hickory Avenue Intersection, and Quick Stop Gas Station and Market across Greenback Lane to the south. West of the project site is a senior assisted living facility and north of the site is a single-family residential dwelling. The single-family residential dwelling to the north is located on property zoned RD-2. The remaining surrounding properties are zoned SPA with a subzone of AR-2 to the west and a subzone of GC to the south and east. Other properties in the project vicinity along the Greenback Lane corridor are residential in nature zoned for RD-2 and RD-4 densities (two and four lots to the acre). See Plate IS-1 and Plate IS-2 to review project location and zoning maps. See Plate IS-3 for the overall site plan of the proposed project.

Plate IS-1: Aerial Map

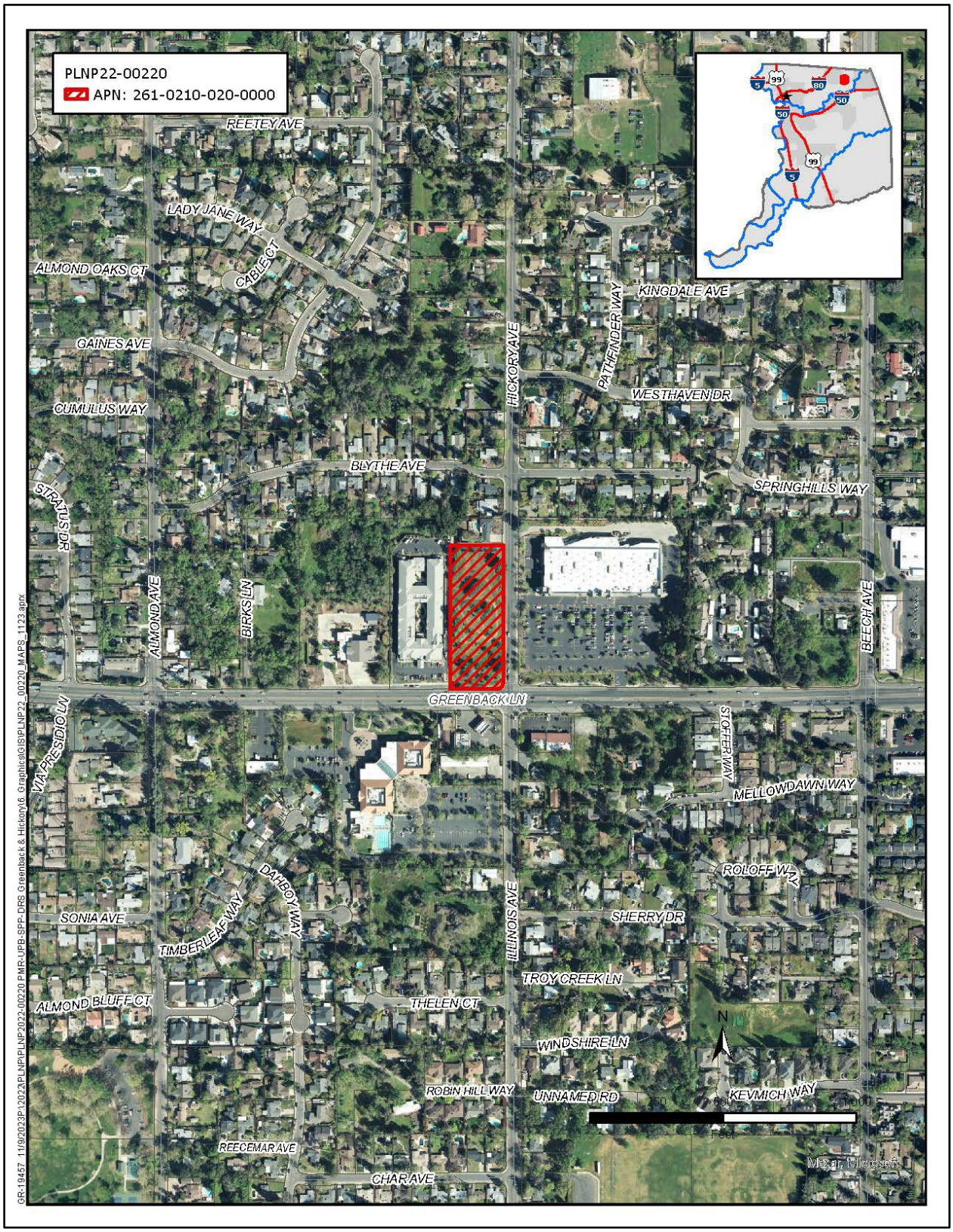


Plate IS-2: Zoning Map

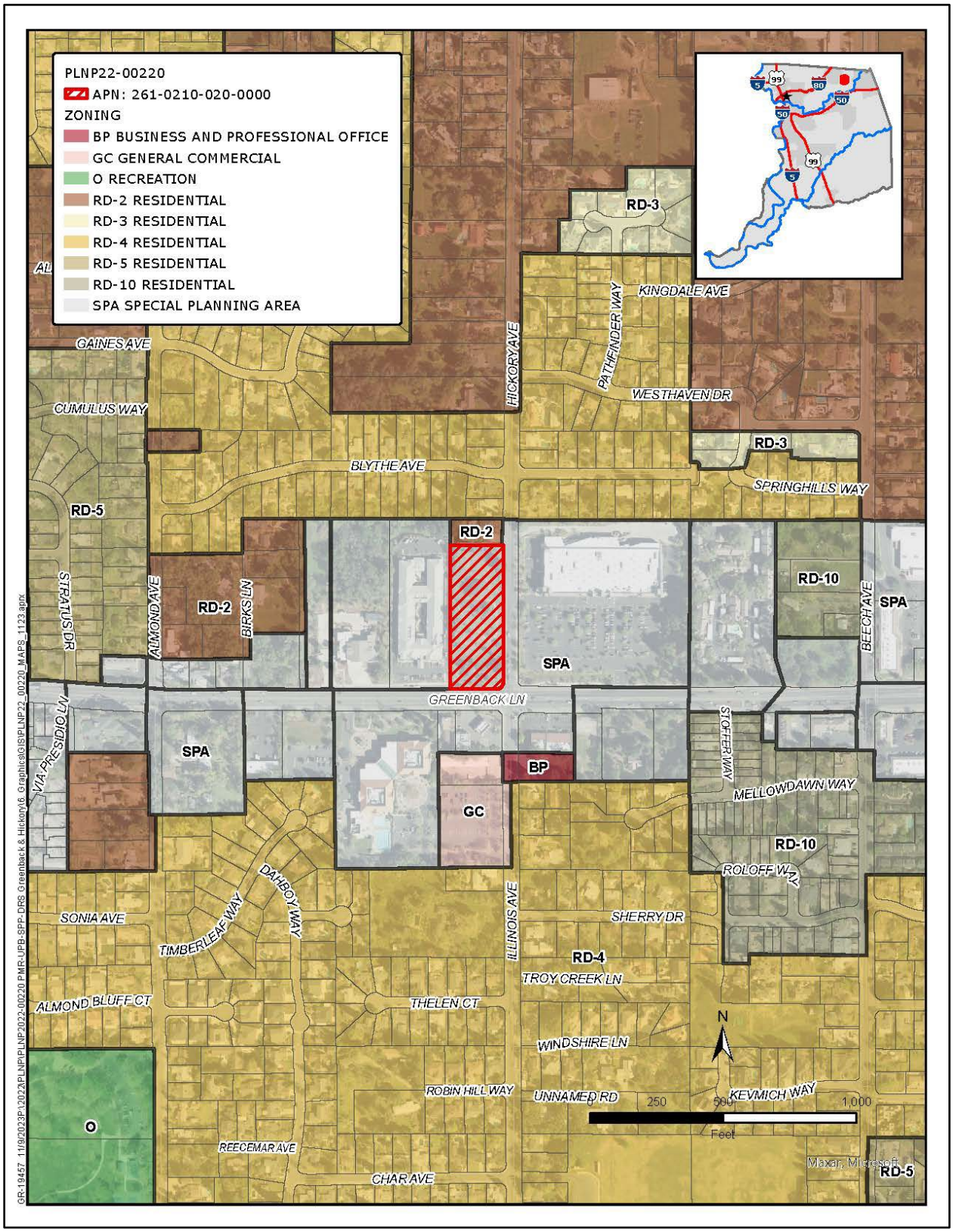
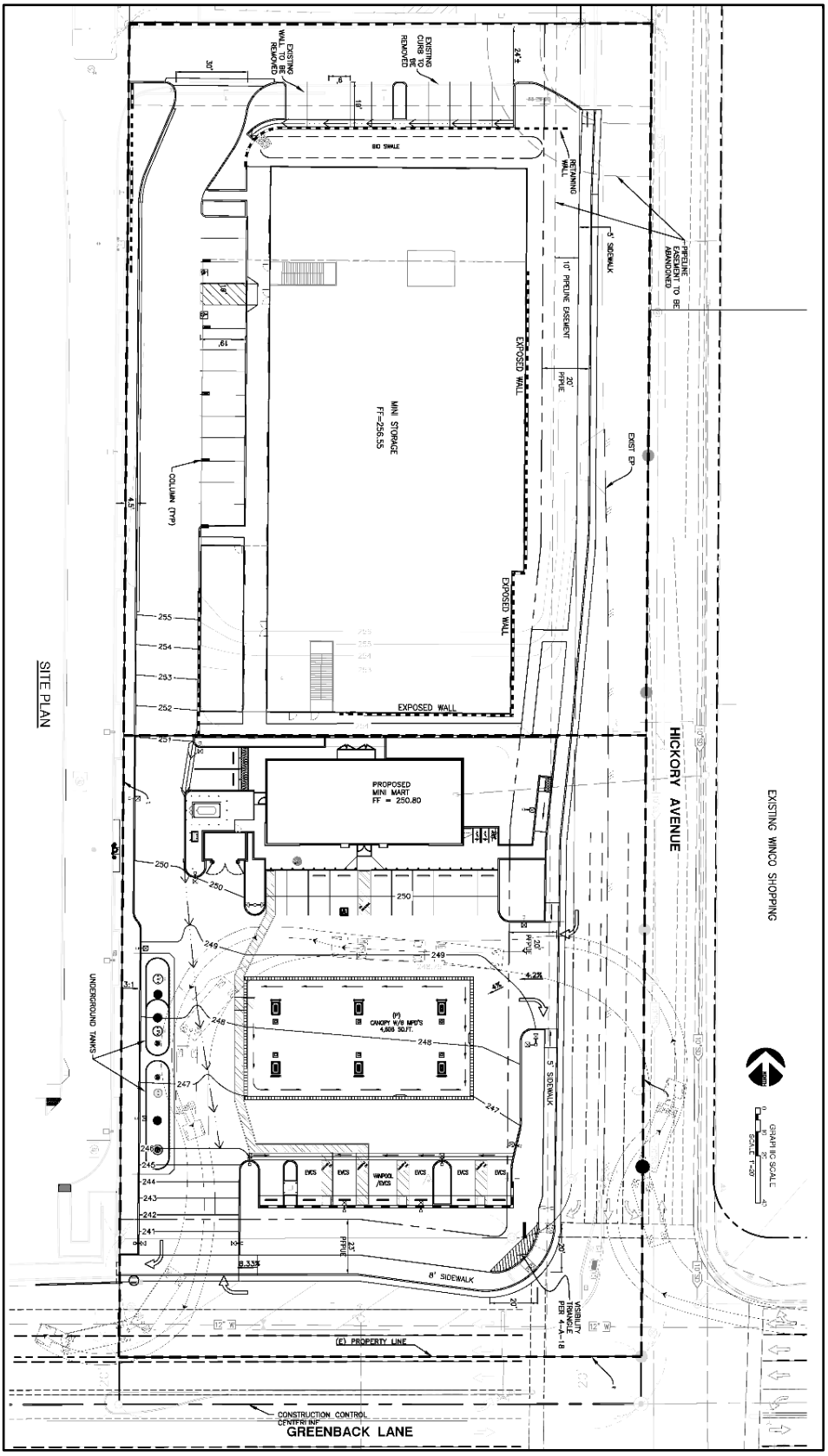


Plate IS-3: Overall Combined Site Plan



ENVIRONMENTAL EFFECTS

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

BACKGROUND

An Initial Study/Negative Declaration (IS/ND) was prepared for a prior project on the subject property entitled *8695 Greenback Lane Zoning Ordinance Amendment* (County Control No. PLNP2016-00483) and released on February 9, 2018. The request for that project was for a Zoning Ordinance Amendment to the Greenback Lane Special Planning Area (SPA) Section 506-20 to amend the use restrictions on the project site. The parcel was zoned Limited Commercial (LC) but was limited to an athletic club use pursuant to the approval of a Use Permit by the appropriate authority and all Business Professional Office (BP) uses permitted or conditionally permitted in the Sacramento County Zoning Code (SCZC). The IS/ND was adopted by the Board of Supervisors on April 10, 2018. With the approval of the Zoning Ordinance Amendment, this restriction was removed, allowing most of the uses permitted in the LC zone.

Subsequent to the Zoning Ordinance approval, the applicant submitted an application for a 24-hour automobile service station with 6 MPD's and associated canopy structure, 2,900± square foot convenience store, and two-story mini-storage building for the subject property. The application was initially submitted on December 4, 2020 (County Control No. PLNP2020-00288), but subsequently withdrawn by the project applicant. The current request, which is similar to the previously withdrawn project, was submitted on August 25, 2022.

TRANSPORTATION/TRAFFIC

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

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

- Result in substantial adverse impact to access and/or circulation or to public safety on areas roadways.

VMT ANALYSIS

The passage of Senate Bill 743 (SB 743) in the Fall of 2013 led to a change in the way that transportation impacts are measured under CEQA. Starting on July 1, 2020,

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

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

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

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

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

Table IS-1: Screening Criteria for CEQA Transportation Analysis

Type	Screening Criteria
Small Projects	• Projects generating less than 237 average daily traffic (ADT)
Local-Serving Retail[1]	• 100,000 square feet of total gross floor area or less; OR if supported by a market study with a capture area of 3 miles or less; AND • Local Serving: Project does not have regional-serving characteristics.

Local-Serving Public Facilities/Services	• Transit centers • Day care center • Public K-12 schools • Neighborhood park (developed or undeveloped) • Community center • Post offices • Police and fire facilities • Branch libraries • Government offices (primarily serving customers in-person) • Utility, communications, and similar facilities • Water sanitation, waste management, and similar facilities
Projects Near Transit Stations	• High-Quality Transit: Located within ½ a mile of an existing major transit stop[2] or an existing stop along a high-quality transit corridor[3]; AND • Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; AND • Parking: Provides no more than the minimum number of parking spaces required[4]; AND • Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; AND • Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; AND • Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects	• Affordability: Screening criteria only apply to the restricted affordable units; AND • Restrictions: Units must be deed-restricted for a minimum of 55 years; AND • Parking: Provides no more than the minimum number of parking spaces required4; AND • Transit Access: Project has access to transit within a ½ mile walking distance; AND • Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.

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

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

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

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

VMT: DISCUSSION OF IMPACTS

The Department of Transportation (DOT) reviewed the proposed project to determine whether the project would require a VMT analysis.

Although the proposed project would result in the generation of traffic, SacDOT determined that the gas station/ convenience store component of the project to be locally serving retail, consistent with Table IS-1, and is screened out from further VMT analysis. Additionally, the indoor self-storage facility was found to generate only 68 daily trips, and is below the 237 "small project" threshold and is also screened out from further VMT analysis. As the project is within the screening criteria, impacts associated with traffic are considered ***less than significant.***

ACCESS AND CIRCULATION

LOCAL TRANSPORTATION ANALYSIS (LTA)

According to DOT, because the project site is in close proximity to the corner of Hickory Avenue at Greenback Lane and the project includes the construction of driveways near the intersection, a Focused Access and Circulation Study (FACS) is warranted. The FACS is intended to identify any traffic impacts in the project vicinity and at the Greenback Lane/Hickory Avenue-Illinois Avenue intersection along with strategies for reducing any potential project impacts. The report also provided an overview of the site layout.

An LTA was prepared for the previous project submittal (County Control No. PLNP2020-00288) at the subject property and DOT determined that the prior LTA prepared for that project can be utilized to satisfy the FACS requirement of the current project due to their similarities. The analysis evaluated both existing and plus project conditions.

The LTA was prepared by KD Anderson and Associates dated September 30, 2022 (Appendix A). The LTA concluded that with the project, all nearby intersections will continue to operate within acceptable County threshold levels, with queues in the northbound right turn lane and westbound left turn lane projected to decrease compared to the existing conditions. The LTA recommended the following traffic improvements with implementation of the proposed project: specific eastbound left turn lane improvements, install bicycle lanes along the project frontage, install a sidewalk/pathway from Greenback Lane to the convenience store, and comply with County site distance standards (Section 4). SacDOT determined that the proposed project can tier off of this LTA from the previous submittal and shall comply with the conditions of approval, off-site improvement requirements, and recommendations in accordance with the LTA. Impacts associated with safety and circulation 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;
- Expose sensitive receptors to pollutant concentrations in excess of standards;
- Create objectionable odors affecting a substantial number of people.

An Air Quality and Greenhouse Gas Emissions Technical Report was completed by Rincon Consultants, Incorporated dated April 2024 for this project and is included as Appendix B to this Initial Study.

The 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-2). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-3).

Table IS-2: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard[1] and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour[3] Standards) Attainment (1 hour standard[2])
Particulate Matter 10 Micron	Non-Attainment (24 hour Standard and Annual Mean)	Attainment (24 hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24 hour Standard) and Attainment (Annual)
Carbon Monoxide	Attainment (1 hour and 8 hour Standards)	Attainment (1 hour and 8 hour Standards)
Nitrogen Dioxide	Attainment (1 hour Standard and Annual)	Unclassified/Attainment (1 hour and Annual)
Sulfur Dioxide[4]	Attainment (1 hour and 24 hour Standards)	Attainment/unclassifiable[5]
Lead	Attainment (30 Day Standard)	Attainment (3-month rolling average)

Visibility Reducing Particles	Unclassified (8 hour Standard)	No Federal Standard
Sulfates	Attainment (24 hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1 hour Standard)	No Federal Standard

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

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

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

4. Cannot be classified

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

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

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

Table IS-3: SMAQMD Significance Thresholds

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

1. Reactive Organic Gas

2. California Ambient Air Quality Standards

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

For projects that generate particulate matter (PM), the project's PM emissions are required to meet a specific threshold depending on implementation, or non-implementation, of Best Management Practices (BMPs) and Best Available Control Technologies (BACTs). It should be noted that the implementation of BACTs is only required for stationary source operational emissions. As shown in Table IS-3 above, projects that implement BMPs and BACTs have a higher threshold (80 or 82 lbs/day) than for projects that do not implement BMPs and BACTs (0 lbs/day). The following list identifies the BMPs for operational PM emissions for land use development projects:[1]

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

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

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

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

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

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

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

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

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

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

CONSTRUCTION PARTICULATE MATTER EMISSIONS

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

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

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

The project site is less than 35 acres (2.84 gross 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. Since the site has been previously graded, the project will require a minimal amount of grading, trenching,

and excavation for the placement of the underground storage tanks and the subterranean floor of the mini-storage facility. For these reasons, the proposed project is considered not to exceed the SMAQMD Guide screening criteria for PM_{10} and $PM_{2.5}$.

CONSTRUCTION OZONE PRECURSOR EMISSIONS (NO_X)

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

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; or,
- Require soil disturbance (i.e., grading) that exceeds 15 acres per day. Note that 15 acres is a screening level and shall not be used as a mitigation measure.

The project site is less than 35 acres (approximately 2.84 acres) and would not involve constructing buildings more than 4 stories tall; demolition activities; significant trenching activities; an unusually compact construction schedule; cut-and-fill operations; or import or export of soil materials requiring a considerable amount of haul truck activity. For these reasons, the proposed project is considered to not exceed the SMAQMD Guide screening criteria for NO_x.

CONSTRUCTION EMISSIONS CONCLUSION

Although the project meets the SMAQMD screening criteria and does not require additional analysis, an Air Quality and Greenhouse Gas Emissions Technical Report was prepared for the project by Rincon Consultants, Incorporated dated April 2024 using CalEEMOD (see Appendix B). 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. The report stated project construction would primarily generate temporary criteria pollutant emissions from construction equipment operation on-site, construction worker vehicle trips to and from the site, and the import/export of materials. This approach 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-4 below.

Table IS-4: CalEEMod Estimated Construction Emissions

Construction Year 2025	Constituent in pounds per day			
	ROG (VOC)	NOx	PM_{10}	$PM_{2.5}$
Thresholds	n/a	85	80*	82*
Estimated Emissions	58	14	8	4

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.

The screening criteria for construction emissions related to both particulate matter and ozone precursors are almost identical, as shown above. As noted, the project site is less than 35 acres (2.84 gross acres) 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. Additionally, as shown in **Error! Reference source not found.**, the project will not exceed the SMAQMD construction emissions significance thresholds for NOx, PM_{10} or $PM_{2.5}$.

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

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.

A project typically needs to be comprised of large acreages or intense uses in order to result in significant operational air quality impacts. For ozone precursor emissions, the screening table in the SMAQMD Guide allows users to screen out projects that include up to 56 thousand square feet (ksf) for commercial/retail projects. For particulate matter emissions, the screening table allows users to screen out projects that include up to 165 ksf for retail projects. The proposed project consists of a 2,900± square foot convenience store, a gas station with six (6) vehicle fueling positions (12 pumps), and an 80,197± square foot subterranean mini storage building with two above ground floors. The SMAQMD screening criteria does not include gas stations and the project could not screen out. Therefore, an Air Quality and Greenhouse Gas Emissions Report was prepared which estimated operational emissions for the proposed project, using CalEEMOD. See Table IS-5 below for estimated operational estimates.

Table IS-5: CalEEMOD Estimated Operational Emissions

Operational Year 2025	Constituent in pounds per day			
	ROG (VOC)	NOx	PM_{10}	$PM_{2.5}$
Thresholds	65	65	80*	82*
Operational (long-term)	11	8	12	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.

OPERATION EMISSIONS CONCLUSION

As shown Table IS-5, the project will not exceed emissions significance thresholds during the operational period. Since the emissions of the proposed project are significantly below the operational thresholds adopted by SMAQMD, impacts associated with emissions for air quality standards are considered ***less than significant.***

TOXIC AIR CONTAMINANTS

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

SMAQMD regulates these emissions through a permitting process and requires all new gasoline service stations in Sacramento County to submit a Health Risk Assessment. Permits may be granted to gasoline service operations if operated in accordance with applicable SMAQMD rules and regulations. SMAQMD's gasoline station permitting process provides for the review of gasoline TAC emissions to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control

when existing sources are modified or replaced. SMAQMD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment show that risks are not significant. SMAQMD may also impose limits on annual throughput to ensure that risks are within acceptable limits. In addition, the California Air Resources Board (CARB) certifies all vapor recovery equipment used at gasoline service stations, which would satisfy the Toxics Best Available Control Technology (TBACT) requirement.

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

A daycare center is currently located approximately 800 feet west of the proposed gas station on the south side of Greenback Lane. Additionally, a senior residential care facility is located immediately west of the project site and a single-family home is located immediately to the north. These existing uses are considered sensitive receptors per SMAQMD guidelines.

CARB recommends a distance of 50 feet from residential uses for gasoline dispensing stations with an annual throughput of less than 3.6 million gallons per year and 300 feet for gas stations with a throughput at or above 3.6 million gallons. The single-family home north of the site will be located over 300 feet from the closest gasoline dispensing pump. The closest gasoline dispensing pump proposed from the senior residential care facility building will be approximately 124 feet in distance. At this time, the exact fuel throughput for the project's gas station is unknown.

DISCUSSION OF TOXIC EMISSIONS PROJECT IMPACTS

Although the exact fuel throughput is unknown, SMAQMD's Engineering and Compliance Division reviewed the preliminary project information and indicated that the proposed gas station could likely have a fuel throughput as high as 3.6 million gallons a year and estimated that 3-5 million gallons a year would be a reasonable estimate for the project.

The single family home is over 800 feet from the closest pump, however, the senior care facility is approximately 124 feet from proposed pump areas and the existing day care is within 1,000 feet. It should be noted that the referenced distances are recommended distances only and are not requirements for the operation of a gas station.

Although these sensitive receptors are in relatively close proximity to the proposed fueling areas, the proposed gas station is subject to SMAQMDs review and is required to obtain a permit from SMAQMD and implement all SMAQMD requirements and measures prior to operation. SMAQMD will conduct a health risk assessment for the gasoline dispensing facility, which may limit the gasoline throughput to meet allowable health risk levels. SMAQMD Rules 448 and 449 require the installation of vapor recovery systems that would reduce the amount of vapors that would be emitted into the

atmosphere by 95-98% from levels without such systems. Additionally, the gas station tanks and dispensers will be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery (EVR) air pollution control equipment technology pursuant to CARB regulations and associated Executive Orders.

The applicable SMAQMD permitting requirements are identical to SMAQMDs thresholds of significance for TACs generated by stationary sources. Therefore, the required permitting framework for gas stations will ensure impacts associated with TACs are ***less than significant.***

Odors

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

Discussion of Project Impacts

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

Conclusion

The project applicant shall be required to obtain a permit from the SMAQMD and implement all SMAQMD required measures. Project impacts related to odors are considered ***less than significant***.

Criteria Pollutant Health Risks

All criteria air pollutants can have human health effects at certain concentrations. Air Districts, such as SMAQMD, develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the national ambient air quality standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

The NAAQS and CAAQS are established by scientific evidence, 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[2].

HEALTH EFFECTS SCREENING

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

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (SMAQMD's Friant Guidance)[3]. 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[4].

SMAQMD's Friant Guidance notes, "each model generates conservative estimates of health effects, for two reasons: The tools' outputs are based on the simulation of a full year of exposure at the maximum daily average of the increases in air pollution

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

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

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

concentration… [and] [t]he health effects are calculated for emissions levels that are very high"[5].

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, were developed to inform regional planning strategies based on cumulative changes in emissions within an air basin or larger geography.

Therefore, it is noted that within the typical project-level scope of CEQA analyses, PGMs cannot provide precise, spatially defined pollutant data at a local scale. In addition, 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"[6]. Thus, the modeling conducted for the health risk analysis is based on imprecise mapping and takes into account only one of the main public health determinants (i.e., environmental influences).

DISCUSSION OF PROJECT IMPACTS: CRITERIA POLLUTANT HEALTH RISKS

Because the project was below the daily operational thresholds for criteria air pollutants (82 lbs/day), the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-6 and Table IS-7.

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

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

Table IS-6: $PM_{2.5}$ 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	0.81	0.73	0.0039%	18419
Hospital Admissions, Asthma	0 - 64	0.050	0.045	0.0024%	1846
Hospital Admissions, All Respiratory	65 - 99	0.36	0.31	0.0016%	19644
Cardiovascular					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.18	0.17	0.00070%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000069	0.000061	0.0016%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0057	0.0053	0.0017%	308
Acute Myocardial Infarction, Nonfatal	45 - 54	0.014	0.013	0.0018%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.024	0.023	0.0018%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.11	0.10	0.0021%	5052
Mortality					
Mortality, All Cause	30 - 99	2.4	2.2	0.0048%	44766

Notes:

1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.
2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.

3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.
4. The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.
5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.*

Table IS-7: 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	0.085	0.068	0.00035%	19644
Emergency Room Visits, Asthma	0 - 17	0.29	0.24	0.0041%	5859
Emergency Room Visits, Asthma	18 - 99	0.52	0.43	0.0034%	12560
Mortality					
Mortality, Non-Accidental	0 - 99	0.054	0.046	0.00015%	30386

Notes:

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

5. The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.*

It is important to note that the "model outputs are derived from the numbers of people who would be affected by [the] project due to their geographic proximity and based on average population through the Five-District-Region. The models do not take into account population subgroups with greater vulnerabilities to air pollution, except for ages for certain endpoints"[7]. Therefore, it would be misleading to correlate the levels of criteria air pollutant and precursor emissions associated with implementation of the proposed project to specific health outcomes. Although effects noted above could manifest in individuals, actual effects depend on factors specific to each individual, including life stage (e.g., older adults are more sensitive), preexisting cardiovascular or respiratory diseases, and genetic polymorphisms. In addition, there are wide range of potential outcomes from exposure to ozone precursors and particulates, from no effect to the effects listed in the tables, even if specific medical information was known about each individual. Ultimately, the health effects associated with the proposed project, using the SMAQMD guidance "are conservatively estimated, and the actual effects may be zero"[8].

CONCLUSION: CRITERIA POLLUTANT HEALTH RISKS

Neither SMAQMD nor the County of Sacramento adopted thresholds of significance for the assessment of health risks related to the emission of criteria pollutants. Furthermore, an industry standard level of significance has not been adopted or proposed. Due to the lack of adopted thresholds of significance for health risks, the data presented previously is intended for informational purposes only and is not used to reach any conclusion on level of significance.

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.

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

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

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

COUNTY GENERAL PLAN NOISE ELEMENT

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

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

NO-5. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing non-transportation noise sources in Sacramento County are shown by Table 2 (Table IS-8). Where the noise level standards of Table 2 (see Table IS-9) are predicted to be exceeded at a proposed noise-sensitive area due to existing non-transportation noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 2 (Table IS-8) standards within sensitive areas.

Table IS-8: Noise Element Table 2
Non-Transportation Noise Standards Median (L_{50})/Maximum (L_{max})

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

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

NO-6. Where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 2 (see Table IS-8) at existing noise-sensitive areas in the project vicinity.

NO-7. The "last use there" shall be responsible for noise mitigation. However, if a noise-generating use is proposed adjacent to lands zoned for uses which may have sensitivity to noise, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 2 (see Table IS-8) standards at the property line of the generating use in anticipation of the future neighboring development.

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

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

PROJECT SETTING

The project site is located immediately east of a senior assisted living facility and south of a single-family residential dwelling. These uses are the nearest sensitive receptors to potential noise generating sources associated with the proposed gas station/convenience store including on-site delivery truck circulation (i.e., medium and heavy truck passbys), on-site vehicle circulation, and air/water dispenser operations. A car wash use, which typically has noise sources that can exceed County noise standards, is not proposed as part of the project. The indoor self-storage facility use is not expected to generate noise levels that will exceed County noise standards. Thus, this use is not discussed further in this section.

A tiered masonry retaining wall topped with wrought iron fencing is located along the western property line, abutting the senior assisted living facility. The wall varies in height along this property line to match surface elevation of the subject property. For example, at the Greenback Lane frontage the wall height is approximately 1 to 5 feet to allow for visibility along the roadway, is from 6 to 9 feet in height adjacent to the senior assisted living facility building, and tapers down to zero feet at the northern end of the western property line. In this location, only wrought iron fencing exists. A portion of the northern property line also has a tiered masonry retaining wall varying in height from approximately 1 to 6 feet to match the surface elevation of the subject property. See Plate IS-4 and Plate IS-5 for photos of the fencing described in this paragraph. The existing walls and fences were installed during the construction of the adjacent care facility and the height of the walls and fencing are measured from the ground surface level of that development. Although the masonry wall extends up to nine feet, as measured on the adjacent property, due to grading differences, between the subject property and the care facility, little of the wall is visible on the project site.

New fencing or walls are not proposed at this time along the western or northern property lines of the site. However, the applicant is proposing additional site grading that may expose the existing wall. The wall exposure will offer some shielding between the project site and the care facility but, at this time, it is unknown how much grading will be required and how tall the resulting wall exposure will be. However, the applicant will be required to provide a masonry wall along the western boundary measuring a minimum of six feet in height in the event that the existing retaining wall that will be exposed during grading does not meet County Zoning Code height requirements.

The single-family residential dwelling to the north, along with other nearby single-family residences are at a minimum, over 300 feet from the property line of the proposed gas station/convenience store. Due to this distance, it is not anticipated that gas station/convenience store operations would exceed County noise standards at these locations. Additionally, the residential property to the north, which is closest to the project site, contains a masonry wall along the outdoor recreation area (backyard) which will shield that area from any future development and the proposed buildings (convenience store and indoor self-storage facility) will further shield any noise directed toward that property.

The common outdoor areas of the adjacent senior assisted living facility (nursing home) are subject to County Noise Standards. Additionally, the noise level standards applicable to the project depend on what time of day the noise-generating components of the project occur, and the duration of operation each given noise source occurs during a given hour. The proposal is for the gas station and convenience store to have 24-hour operations, 7 days a week. Based on this information, noise exposure associated with project gas station and convenience store operations would be subject to the County's daytime and nighttime noise level standards shown in Table IS-9. Lastly, due to the project's on-site noise sources potentially exceeding 30 minutes of operation during a given busy hour, the County's median (L_{50}) noise level standards shown in Table IS-9 would be applicable.

The adjacent senior assisted living facility building, to the west, is located approximately 28 to 32 feet from the property line of the proposed gas station/convenience store. The closest outdoor recreation area is located approximately 90 feet from the property line of the proposed gas station/convenience store. This outdoor recreation area is an interior courtyard that is completely surrounded by the senior assisted living facility building. See Plate IS-6 for a graphic illustrating the approximate distances between the proposed project and the adjacent existing use. County interior noise standards will also apply for the interior of the senior assisted living facility building.

PROJECT IMPACTS – ON-SITE DELIVERY TRUCK CIRCULATION

Typically, deliveries of products to convenience stores occur at the front of the store with medium-duty vendor trucks/vans. The project will also receive deliveries from heavy fuel trucks for the purpose of refilling the underground storage tanks for the gas station use. On-site truck passbys are expected to be brief and occur at low speeds. Single-event heavy and medium truck passbys typically have Sound Exposure Levels

(SEL's) of approximately 83 and 76 dB (respectively) at a distance of 50 feet[9]. Noise analyses for gas station projects usually assume store deliveries could include one (1) heavy fueling truck and two (2) medium duty trucks during the same worst-case hour. The combined hourly average noise level generated by project delivery truck circulation computes to 49dB L_{eq} at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries[10].

The distance from the nearest proposed drive isle, where trucks are expected, to the common outdoor area of the adjacent care facility is approximately 125 feet. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance) and the noise level expected at the outdoor recreation area is 41dB. With or without noise attenuation from the required masonry wall or the existing shielding provided by the care facility structure, the project would meet the applicable Sacramento County daytime median (L_{50}) noise level standards of 55 dB. It is important to note that this common outdoor area is within a courtyard completely surrounded by the care facility structure which would provide additional noise attenuation estimated at a reduction of 15-20 decibels[11]. Impacts related to noise levels from on-site delivery trucks are ***less than significant***.

PROJECT IMPACTS - ON-SITE PASSENGER VEHICLE CIRCULATION

Potential noise impacts from the proposed project due to on-site passenger vehicle circulation were analyzed using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) to quantify on-site traffic circulation noise generated at the site[12]. The project site plan indicates that vehicles can access the site via Hickory Avenue on the east end, or from Greenback Lane on the south end. The drive aisle proposed nearest to the common outdoor area of the adjacent assisted living facility is located approximately 200 feet away.

Assuming each vehicle spends five minutes in each parking stall or fuel dispenser, this would result in a total of approximately 372 vehicle trips to and from the site per hour at maximum capacity (considered to be the worst-case scenario). Conservatively assuming that 50% of the vehicles would use the drive aisle accessed off Greenback Lane, a total of 186 passbys would occur. Based on these assumptions, and assuming a drive aisle vehicle speed of less than 15 mph, project on-site traffic circulation noise exposure at the common outdoor area of the adjacent assisted living facility was

[9] Bollard Acoustical Consultants, Inc. Environmental Noise Assessment: 76 Gas Station and Car Wash, Sacramento County, CA. March 3, 2022.

[10] Bollard Acoustical Consultants, Inc. Environmental Noise Assessment: 76 Gas Station and Car Wash, Sacramento County, CA. March 3, 2022.

[11] Phone Conversation with Dario Gotchet, Principal, Bollard Acoustical Consultants, Inc., August 29, 2024.

[12] Bollard Acoustical Consultants, Inc. Environmental Noise Assessment: 76 Gas Station and Car Wash, Sacramento County, CA. March 3, 2022.

calculated[13]. The distance is estimated at approximately 200 feet from the nearest proposed drive aisle to the boundary of the common outdoor area of the adjacent assisted living facility. It is important to note that the common outdoor area is within a courtyard completely surrounded by the care facility building. In this situation, the building itself will also provide further noise attenuation, estimated at a reduction of 15-20 decibels within the courtyard.[14]

Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance) and the noise level expected at the outdoor recreation area is 39dB. With or without noise attenuation from the required masonry wall or shielding provided by the care facility structure, the project would meet the applicable Sacramento County daytime and nighttime median (L_{50}) noise level standards of 55 dB. Impacts related to noise levels from on-site vehicle circulation are ***less than significant***.

CONCLUSION

Based upon the above noise assessment, it is not anticipated that project day to day operations will exceed County Noise Standards. Impacts related to noise are ***less than significant***.

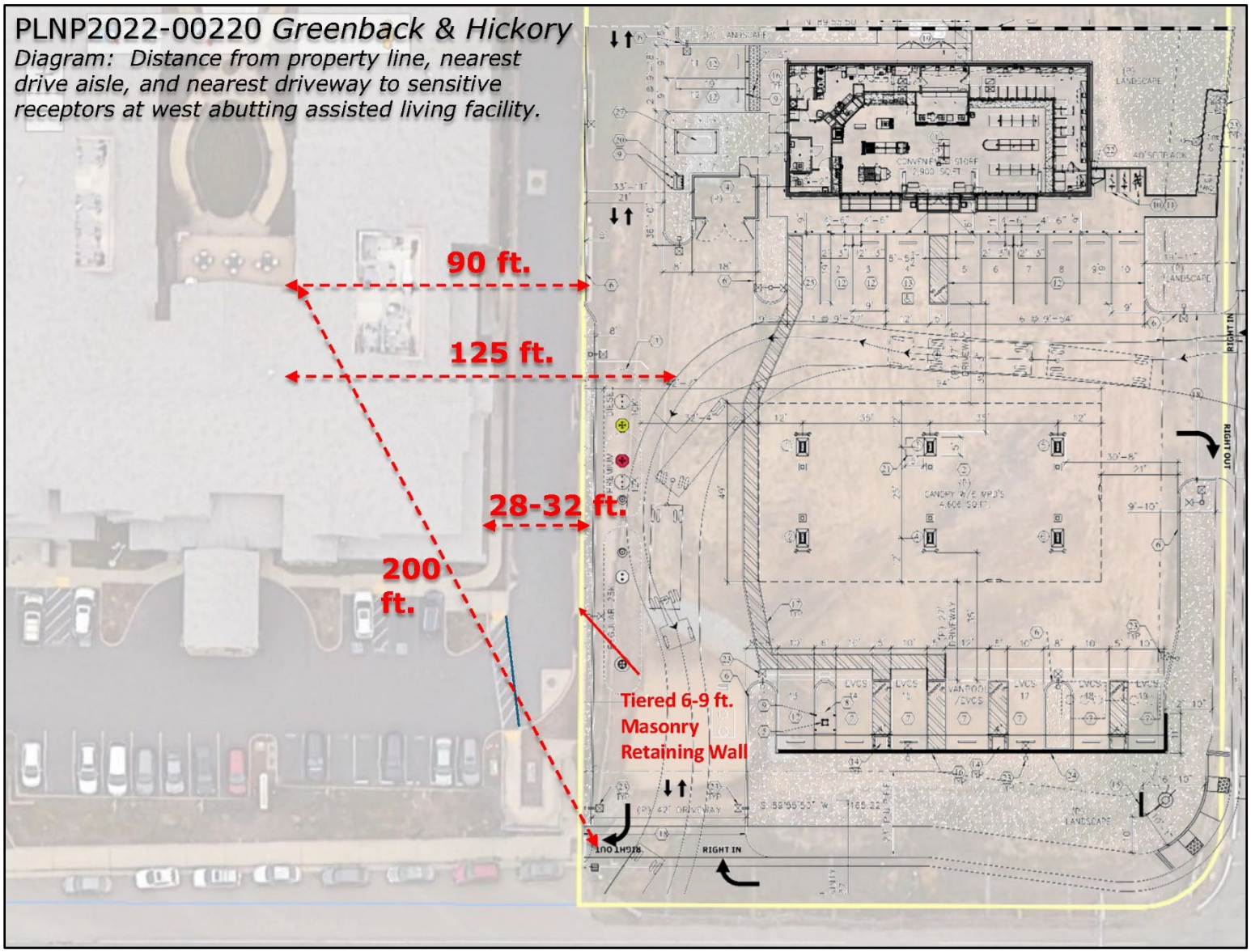
[13] Bollard Acoustical Consultants, Inc. Environmental Noise Assessment: 76 Gas Station and Car Wash, Sacramento County, CA. March 3, 2022.

[14] Phone Conversation with Dario Gotchet, Principal, Bollard Acoustical Consultants, Inc., August 29, 2024.

Plate IS-4: Tiered Masonry Retaining Wall Along Western Property Line Adjacent to Assisted Living Facility

Plate IS-5: Tiered Masonry Retaining Wall Along Portion of North Property Line

Plate IS-6: Aerial Overlay with Gas Station/Convenience Store Site Plan and Distances from Adjacent Property



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 (ULOP), or;
- Expose people or structures to substantial loss of life, health, or property as a result of flooding.

FLOODPLAIN AND FLOODING

The subject parcel is located within an area identified on the FEMA FIRM Panel Number 06067C as "Zone X – No Show," (outside 100-year and 500-year floodplain). The project site is located within the Arcade Creek watershed. Plate IS-7 and Plate IS-8 are Preliminary Drainage and Grading Plans for proposed Parcel 1 and 2. A Level 3 Drainage Report was prepared for the project by Watermark Engineering, Incorporated, dated June 1, 2024 (see Appendix C). According to the drainage report, the existing site drainage went southeasterly off of the site, then southerly along Hickory Avenue to the Greenback Lane intersection. From there, the drainage went westerly along the north side of Greenback Lane. Proposed Parcel 1, with the gas station and convenience store, will be graded to drain southwest. The parcel will use a stormwater filter vault for water quality and discharge to an existing stub at the southwest corner of the parcel. Bio-retention on-site will utilize low impact development (LID). Proposed Parcel 2, with the indoor self-storage facility, will also drain to the southwest with a storm filter and oversized pipe for high flow attenuation. The outfall for proposed Parcel 2 will connect to proposed Parcel 1's outfall, just upstream of the tie-in to the existing 15-inch stub. Proposed Parcel 2 will also have a storm filter for water quality and a bio retention area north of the indoor self-storage building. The drainage report concluded that the proposed development would reduce drainage flows to less than existing conditions for a 100-year storm event.

The Sacramento County Department of Water Resources (DWR) reviewed the proposed project (L. Rodriguez 6/14/2024) and indicated that the project must prepare a Level 4 drainage study prior to Improvement and Grading Plan submittal. A Level 4 drainage study consists of a detailed design analysis of the proposed project's drainage system that will lay the groundwork for project improvement plans. The Level 3

drainage report (Appendix C) was reviewed and approved by DWR. Additional conditions include compliance with minimum floor elevations pursuant to the Sacramento County Floodplain Management Ordinance along with conditions related to compliance with County ordinances, standards, and state and federal law. Compliance with DWR's conditions of approval will ensure that environmental impacts related to drainage are ***less than significant***.

Plate IS-7: Preliminary Grading and Drainage Plan – Parcel 1

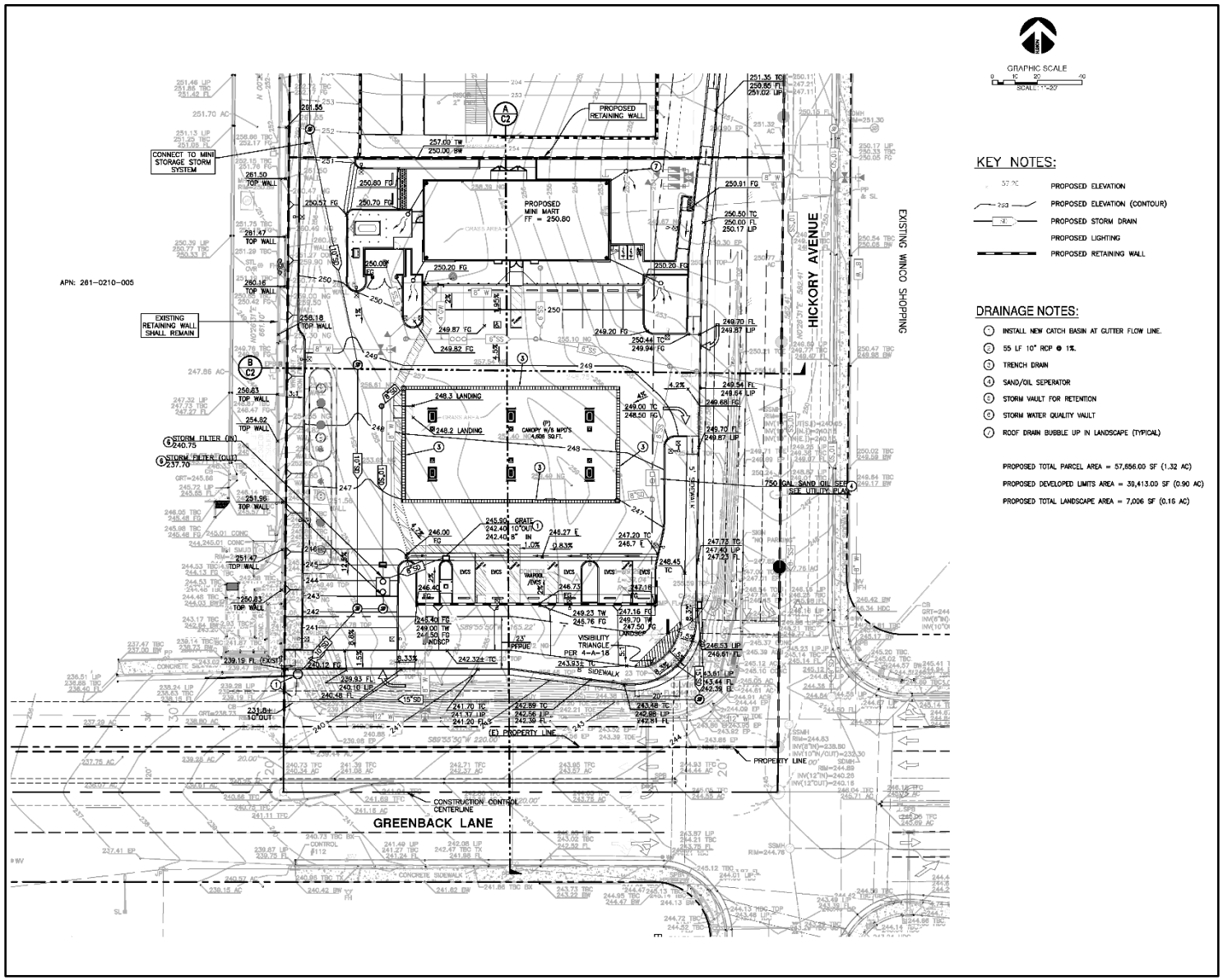
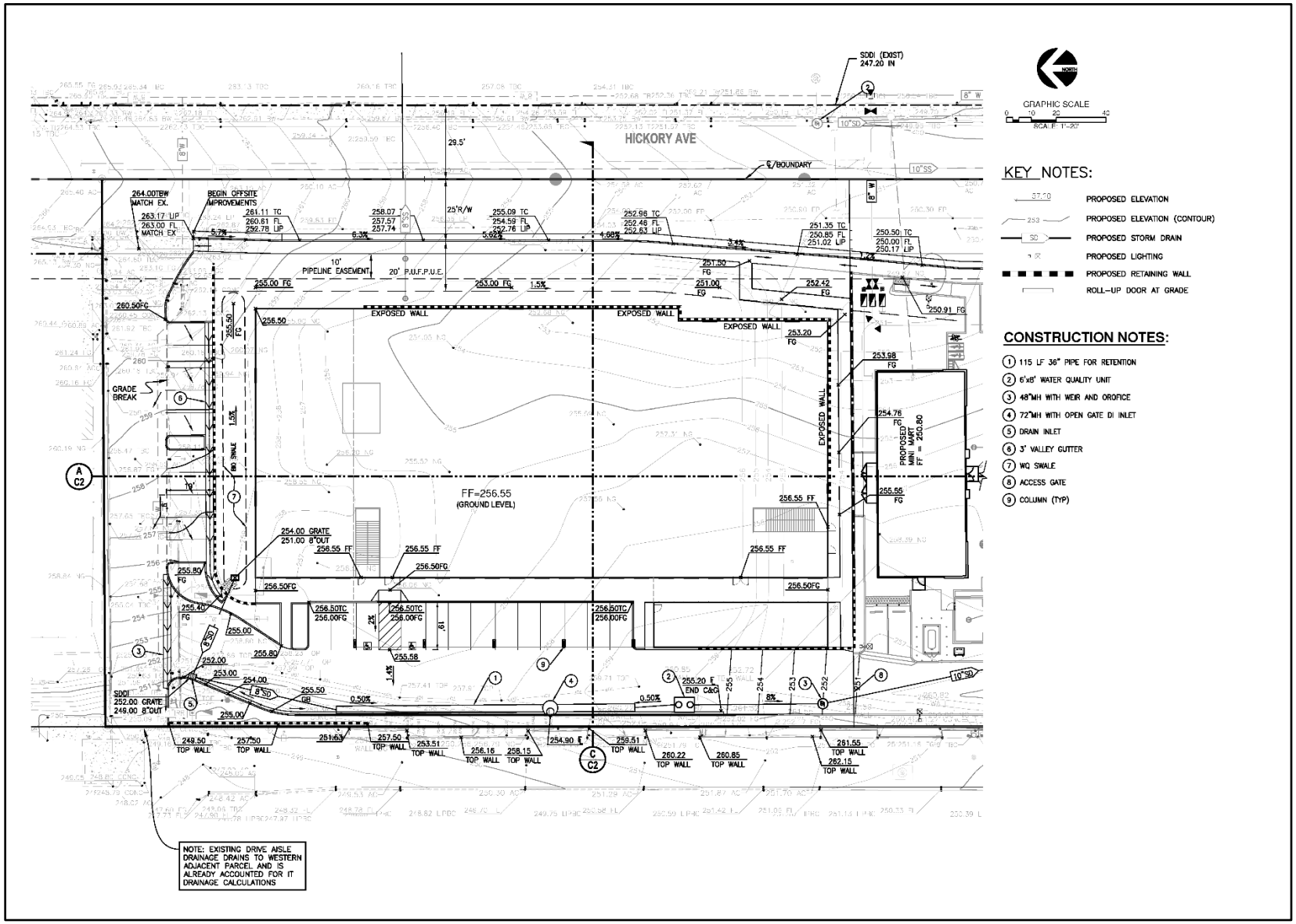


Plate IS-8: Preliminary Grading and Drainage Plan – Parcel 2



WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

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

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

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

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

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

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

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

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

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

OPERATION: STORMWATER RUNOFF

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

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

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

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

https://waterresources.saccounty.gov/stormwater/Pages/default.aspx

https://www.beriverfriendly.net/new-development/

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;

- Interfere substantially with the movement of wildlife; or

- Conflict with applicable ordinances, policies, or conservation plans.

Setting

The project site is heavily disturbed from previous grading activities and is located along a commercial corridor. Due to prior grading and its location within a developed portion of the community, the site provides little habitat value for biological resources. Review of the California Department Fish and Wildlife's California Natural Diversity Database (CNDDB) does not show any known occurrences of special status species or plants on the project site or in the project vicinity. However, a number of native trees are located on the subject property and located on adjacent properties and overhanging the site.

Native Trees

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 protections 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. The Sacramento County General Plan Conservation Element policies CO-138 and CO-139 also provide protections for native trees:

> CO-138. Protect and preserve non-oak native trees along riparian areas if used by Swainson's Hawk, as well as landmark and native oak trees measuring a minimum of 6 inches in diameter or 10 inches aggregate for multi-trunk trees at 4.5 feet above ground.
>
> CO-139. Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

Native trees other than oaks include Fremont cottonwood (Populus fremontii), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*), 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*).

PROJECT IMPACTS

The project site previously contained numerous native oak and non-native trees which were removed due to prior site entitlement approvals. Three (3) native oak trees remain on the property, a 14-inch dbh interior live oak, a 13-inch dbh valley oak, and a 30-inch dbh interior live oak. The proposed project will require the removal the two smaller oaks but the 30-inch dbh interior live oak, which fronts the site along Hickory Avenue, will remain. See Plate IS-9 for a photo of this tree looking south. The remaining oak tree will be incorporated into the proposed project's landscaping.

CONCLUSION

Mitigation for removal of the two (2) existing native oak trees and for any project related encroachment within the tree to remain is not required because compensatory mitigation has already been completed through payment into the County Tree Preservation Fund during prior entitlement processes for all of the on-site oaks. However, construction protection mitigation for the 30-inch dbh interior live oak and any off-site oak trees that may be affected during project construction is required to ensure impacts to native oaks trees are ***less than significant***.

Plate IS-9: Interior Live Oak Tree Fronting Hickory Avenue (to remain on-site)

Migratory Nesting Birds

The Migratory Bird Treaty Act of 1918 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 in the project vicinity provide potential nesting habitat for migratory birds. To avoid take of nesting migratory birds, mitigation has been included either to require that activities occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded. With mitigation, impacts to migratory birds are ***less than significant.***

Nesting Birds of Prey

This section addresses raptors that are not listed as endangered, threatened, or of special concern, but are nonetheless afforded general protections by the Fish and Game Code. Raptors and their active nests are protected by the California Fish and Game Code Section 3503.5, which states: It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey, or raptors) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Section 3(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. Large trees in the project vicinity, particularly behind the adjacent residential care home property, provide suitable tree habitat.

To avoid impacts to nesting raptors, mitigation involves pre-construction nesting surveys to identify any active nests and to implement avoidance measures if nests are found – if construction will occur during the nesting season of February 1 to September 15. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting raptors, potentially resulting in nest abandonment or other harm to nesting success. If nests are found, the developer is required to contact California Fish and Wildlife to determine what measures need to be implemented in order to ensure

that nesting raptors remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. If no active nests are found during the focused survey, no further mitigation will be required. Mitigation will ensure that impacts to nesting raptors will ***be less than significant.***

TRIBAL CULTURAL RESOURCES

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

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

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

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

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

TRIBAL CULTURAL RESOURCE SETTING

Sacramento County submitted a Sacred Lands File Search (SLFS) request to the Native American Heritage Commission (NAHC). On April 23, 2024, the NAHC responded that there was a negative SLFS for the project site.

In accordance with Assembly Bill (AB) 52, codified as Section 21080.3.1 of CEQA, formal notification letters were sent to those tribes who had previously requested to be notified of Sacramento County projects on April 15, 2024. Project meetings were held with the United Indian Community of the Auburn Rancheria (UAIC) and Wilton Rancheria to review the project and discuss any questions or concerns.

DISCUSSION OF PROJECT IMPACTS – TRIBAL CULTURAL RESOURCES

Through consultation under CEQA, tribes confirmed that the project area is of significance for tribal cultural resources. The tribes and lead agency mutually agreed that the inadvertent discovery tribal cultural resources mitigation measure was appropriate and feasible for the project. With this mitigation in place, project impacts to tribal cultural resources will be ***less than significant***.

HAZARDS AND HAZARDOUS MATERIALS

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

- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?

- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or environment?

HAZARDS AND HAZARDOUS MATERIALS SETTING

The proposed project will include two underground fuel storage tanks; one with a 22,000 gallon capacity and the other a 25,000 gallon capacity. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. The Hazardous Materials Division of the Sacramento County Environmental Management Department has been designated by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Sacramento County. As the CUPA, the Environmental Compliance Division is responsible for the implementation of six statewide environmental programs for Sacramento County, including underground storage of hazardous substances. Program implementation involves permitting and inspection of regulated facilities, providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations, investigations of complaints regarding spills or unauthorized releases and administrative enforcement actions levied against facilities that have violated applicable laws and regulations. The CUPA also coordinates with State and Federal agencies during the remediation process, when protective measures fail and a release occurs.

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

UNDERGROUND STORAGE TANK DESIGN STANDARDS

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

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

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

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

- Tank and piping made of steel having a corrosion-resistant coating AND having cathode protection

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

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

- Tank and piping construction and corrosion protection are determined by the implementing agency to be designed to prevent the release or threatened release of any stored, regulated substance in a manner that is no less protective of human health and the environment than the options listed above.

UST systems must also be designed, constructed, and installed in accordance with a national code of practice and according to manufacturer's instructions. Furthermore, all regulated tanks and piping must have release detection so that leaks are discovered quickly before contamination spreads from the UST site. Every UST system must include release detection (often also called "leak" detection) that meets three basic requirements:

1. Leaks can be detected from any portion of the tank or its piping that routinely contains petroleum;

2. Leak detection is installed, calibrated, operated, and maintained in accordance with the manufacturer's instructions; and

3. Leak detection meets the performance requirements described in the federal regulations.

Current design standards and regulatory oversight ensure that the potential for soil and groundwater contamination through tank leakage is significantly reduced when compared to older standards. Furthermore, if a release does occur, there are standard site remediation procedures that would be initiated to determine the extent of contamination and to clean up the site.

While some contact with petroleum can be harmful to human health, the presence of this hazardous material is not in and of itself an impact. Only a release great enough to cause off-site contamination that exposes the public to risk (such as the contamination of a drinking water well) would constitute an impact. For situations such as this, significance is determined by the probability that an impact would ever occur at all. This same type of analysis is made for flooding. The regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs should ensure that the probability of a serious release is extremely low.

DISCUSSION OF PROJECT IMPACTS

The proposed project will include two underground fuel storage tanks; both will have an approximate capacity of 20,000-gallons. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. The regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs would ensure that the probability of a serious release is extremely low. With adherence to existing regulations, impacts related to hazardous materials will be ***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.[15]

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.

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

Goals in the section on 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.

The Phase 2B CAP was re-initiated in early 2020. In March of 2021, the draft Phase 2B CAP was released by the County for public review. On September 7, 2021, a Final Draft CAP and Addendum to the 2030 General Plan EIR was released for public review. The County revised the CAP a second time and released the Revised Final Draft CAP and Revised Addendum to the 2030 General Plan EIR on February 17, 2022. These documents were presented at a Board of Supervisors workshop on March 23, 2022. The County received more than 85 comment letters on the Revised Final Draft CAP leading up to the Board workshop on March 23, 2022. Based on input from the Board of Supervisors during the September 27, 2022, hearing on the CAP, County staff are reviewing the numerous comments received and preparing another revision to the CAP. Sacramento County will be preparing a Subsequent Environmental Impact Report to analyze the potential impacts of the revised CAP. It is anticipated that the CAP will be presented to the County Board of Supervisors for approval in late 2024.

Thresholds of Significance

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

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

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

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

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

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

SMAQMD's GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-9.

Table IS-9: 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 2022.1 (see Appendix B). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. 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 primarily from the use of internal combustion engines to power on-site equipment as well as off-site transportation of workers and materials. Table IS-10 illustrates the specific construction-generated GHG emissions that would result from construction of the project.

Table IS-10: Construction-Related Greenhouse Gas Emissions

(Metric Tons per Year)

Emissions Source	**CO_2e**
SMAQMD Construction Threshold	1,100
Project Construction-Related Emissions	285

Exceeds Threshold?	**No**

Source: CalEEMod version 2022.1. See Appendix B for emission model outputs.

As shown in Table IS-10, project construction would result in the generation of approximately 285 metric tons of CO_2e during construction. Once construction is complete, the generation of these construction related GHG emissions would cease. Annual construction emissions generated by the development would not exceed the SMAQMD construction-related, numeric threshold of 1,100 metric tons of CO_2e. The project is within the screening criteria for construction related impacts related to air quality. Therefore, construction-related GHG impacts are considered ***less than significant***.

OPERATIONAL-GENERATED GREENHOUSE GAS EMISSIONS

Operation of the project would result in GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, waste generation, and refrigerants. Table IS-11 summarizes all the direct and indirect annual GHG emissions level associated with the project.

Table IS-11: Operational-Related Greenhouse Gas Emissions (Metric Tons per Year)

Emissions Source	CO_2e
Area Source (landscaping, hearth)	2
Energy	60
Mobile	878 (includes EV Level 3 Chargers)
Waste	26
Water	18
Refrigerants	100
Total	**1,084**

Source: CalEEMod version 2022.1. See Appendix B for emission model outputs.

As shown in Table IS-11, the Project would produce 1,084 metric tons of CO_2e annually, primarily from motor vehicles that travel to and from the site. The project includes six (6) electrical vehicle parking spaces with three (3) Level 3 charging machines. Level 3 chargers will charge an electric vehicle within 20 minutes to one hour and are more appropriate for the project's uses, resulting in greater GHG emission reductions (see Appendix B, pages 35-36 for further information).

When the County adopts a qualified CAP that meets the requirements for streamlining GHG analysis, eligible projects may tier from and/or incorporate by reference the CAP's programmatic review of GHG emissions in their CEQA analysis of cumulative GHG

emissions, in lieu of complying with the mitigation measures proposed herein. Projects utilizing this tiering and streamlining must demonstrate consistency with the CAP by implementing applicable GHG reduction measures and/or demonstrating consistency with performance standards associated with such measures, as outlined in a CAP Consistency Review Checklist adopted by Sacramento County. The CAP Consistency Checklist will ensure that the specified GHG reduction measures applicable to new development projects and performance standards are met.

CONCLUSION

The project will implement BMP 1 and BMP 2 in its entirety. As such, the project can be compared to the operational screening table. The proposed project screens out for GHG emissions based upon the SMAQMD Operational Screening Levels and as illustrated in Table IS-10 and Table IS-11. The operational emissions associated with the project are less than 1,100 MT of CO_2e per year. Mitigation has been included such that the project will implement BMP 1 and BMP 2. BMP 2 mitigation will consist of using six (6) electrical vehicle charging spaces with three (3) Level 3 charging machines. SMAQMD reviewed this proposal and is in agreement with the use of Level 3 chargers for the project. Project impacts from GHG emissions are ***less than significant with mitigation***.

ENVIRONMENTAL MITIGATION MEASURES

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

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

Applicant _____ Date: _____

MITIGATION MEASURE A: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

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

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

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

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

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

MITIGATION MEASURE B: NATIVE TREE CONSTRUCTION PROTECTION

For the purpose of this mitigation measure, an oak tree is defined as an interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglassii*), or valley oak (*Quercus lobata*) having 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 at least 10 inches.

The remaining 30-inch dbh interior live oak tree located along Hickory Avenue (Tree #172), all portions of adjacent off-site oak trees which have driplines that extend onto the project site, and all off-site oak trees which may be impacted by utility installation

and/or improvements associated with this project, shall be preserved and protected as follows:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.

2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system. Where encroachment is proposed within the remining oak tree on site, the protective barrier shall be located a maximum of one foor outside the work area.

3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.

4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees except where proposed encroachment is expected within the remining oak tree on site.

5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.

6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.

7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a six-inch depth.

8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.

9. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.

10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) “Tree Pruning Guidelines”.

11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.

13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree’s trunk. Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1inch or more.

MITIGATION MEASURE C: 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 September 15, a survey for active migratory bird nests shall be conducted no more than 14 day 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 D: Raptor Nest Protection

If construction activity (which includes clearing, grubbing, or grading) is to commence within 500 feet of suitable nesting habitat between February 1 and September 15, a survey for raptor nests shall be conducted by a qualified biologist. The survey shall cover all potential tree 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 E: 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 F: 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.

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

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

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

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

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

2. If the project proponent chooses to propose an alternative to the above 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 final

approval of grading, improvement plans or building permits, whichever occurs first.

3. The County is currently in the process of preparing a Climate Action Plan (CAP). If and when the County adopts a qualified CAP, in lieu of the measures above, the project may demonstrate consistency with the CAP by implementing applicable GHG reduction measures and/or demonstrating consistency with performance standards associated with such measures, as outlined in a CAP Consistency Review Checklist adopted by Sacramento County. The CAP Consistency Checklist will ensure that the specified GHG reduction measures applicable to new development projects and performance standards are met.

MITIGATION MEASURE COMPLIANCE

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

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is $4,100.00. This fee includes administrative costs of $1,097.00.

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

INITIAL STUDY CHECKLIST

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

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. **LAND USE** - Would the project:					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with the environmental policies of the Sacramento County General Plan, Orangevale Community Plan, and Sacramento County Zoning Code.
b. Physically disrupt or divide an established community?			X		The project will not create physical barriers that substantially limit movement within or through the community.
2. **POPULATION/HOUSING -** Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?			X		The project is located in an area designed for urban uses/growth. Development of the site and the associated extension of public infrastructure will not result in 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. A less than significant impact will result.
3. **AGRICULTURAL RESOURCES** - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils. No impact will occur.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site. No impact will occur.
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production. No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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. A less than significant impact will result.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?					The project is not located in a non-urbanized area. No impact will occur.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity. A less than significant impact will result.
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 light, but compliance with development and lighting standards contained in the Sacramento County Zoning Code will ensure impacts are less than significant.
5. **AIRPORTS -** Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones. No impact will occur.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours. No impact will occur.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?			X		The project does not affect navigable airspace. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X		The project does not involve or affect air traffic movement. A less than significant impact will result.
6. **PUBLIC SERVICES -** Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider (Orangevale Water Company) has adequate capacity to serve the water needs of the proposed project. A less than significant impact will result.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Regional County Sanitation District has adequate wastewater treatment and disposal capacity to service the proposed project. A less than significant impact will result.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050. A less than significant impact will result.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		The project will not require construction or expansion of new water supply, wastewater treatment, or wastewater disposal facilities. A less than significant impact will result.
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. A less than significant impact will result.
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. A less than significant impact will result.
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 gas station/convenience store is considered locally serving retail and the proposed indoor self-storage facility will generate trips below the “small project” threshold. 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		See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project could result in occasional or periodic odors. Refer to the Air Quality discussion in the Environmental Effects section above.
9. **NOISE -** Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. Refer to the Noise discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code). A less than significant impact will result.
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary. A less than significant impact will result.
10. **HYDROLOGY AND WATER QUALITY** - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		The project will not substantially increase water demand over the existing use. A less than significant impact will result.
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant.
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. No impact will occur.
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. No impact will occur.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP). No impact will occur.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. A less than significant impact will result.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards. A less than significant impact will result.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		All underground storage tanks are subject to federal and State regulations pertaining to operating standards, leak reporting requirements, and corrective action requirements. The County Environmental Management Department enforces these regulations. Existing regulations will ensure that impacts are less than significant.
11. **GEOLOGY AND SOILS** - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?			X		The project is not located on an unstable geologic or soil unit. A less than significant impact will result.
d. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available?			X		A public sewer system is available to serve the project. A less than significant impact will result.
e. Result in a substantial loss of an important mineral resource?				X	The project is not located within an Aggregate Resource Area as identified by the Sacramento County General Plan Land Use Diagram, nor are any important mineral resources known to be located on the project site. No impact will occur.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		No known paleontological resources (e.g. fossil remains) or sites occur at the project location. A less than significant impact will result.
12. **BIOLOGICAL RESOURCES** - Would the project:					
a. Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community?			X		No special status species are known to exist on or utilize the project site, nor would the project substantially reduce wildlife habitat or species populations. A less than significant impact will result.
b. Have a substantial adverse effect on riparian habitat or other sensitive natural communities?			X		No sensitive natural communities occur on the project site, nor is the project expected to affect natural communities off-site. A less than significant impact will result.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?			X		No protected surface waters are located on or adjacent to the project site. A less than significant impact will result.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?			X		Resident and/or migratory wildlife may be displaced by project construction; however, impacts are not anticipated to result in significant, long-term effects upon the movement of resident or migratory fish or wildlife species, and no major wildlife corridors would be affected. A less than significant impact will result.
e. Adversely affect or result in the removal of native or landmark trees?		X			Native and/or landmark trees occur on the project site and/or may be affected by on and/or off-site construction. Mitigation is included to ensure impacts are less than significant. 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. A less than significant impact will result.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?			X		There are no known conflicts with any approved plan for the conservation of habitat. 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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation. A less than significant impact will result.
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. Refer to the Tribal Cultural Resources discussion in the Environmental Effects section above.
15. **HAZARDS AND HAZARDOUS MATERIALS** - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does involve the transport of gasoline to the project site. However local, state and federal regulations are in effect to regulate these uses. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project involves the storage of hazardous materials on the site (i.e., underground storage tanks). However, compliance with local, state and federal standards regarding the construction and maintenance of these tanks will provide adequate protection from upset conditions. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project site is not located within ¼ mile of an existing /proposed school. A day care center is located within 1,000 feet of the site. 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
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?			X		The project is not located on a known hazardous materials site. A less than significant impact will result.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan. A less than significant impact will result.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is within the urbanized area of the unincorporated County. There is no significant risk of loss, injury, or death to people or structures associated with wildland fires. A less than significant impact will result.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce a new convenience store, gas station, and indoor self- storage facility resulting in an increase in energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements. A less than significant impact will result.
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X			The California Emissions Estimator Model (CalEEMod) was used to estimate the greenhouse gas emissions associated with the project. Based on the results, the established County threshold of 1,100 annual metric tons of CO_2e for the commercial/industrial energy and/or transportation sector of the proposed project will not be exceeded. A less than significant impact will result.

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

Initial Study Preparers

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Appendices

Appendix A: Local Transportation Analysis for 8695 Greenback Lane, Orangevale, Sacramento County, CA.

Appendix B: B.P. Fueling & Mini-Storage Project Air Quality and Greenhouse Gas Emissions Technical Report

Appendix C: Drainage Study for Self Storage Facility and BP Fueling Station and Mini Storage 8695 Greenback Lane

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

The direct link is:

https://planningdocuments.saccounty.net/projectdetails.aspx?projectID=8570&communityID=3