



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: PLNP2023-00084

2. Title and Short Description of Project: 7849 Stockton Blvd.

The project requests the following entitlements from Sacramento County:

1. A **Use Permit** to allow for the expansion of an existing truck and tire shop to allow for Truck Storage in the Victory Avenue Neighborhood Preservation Area (NPA) zoning district.
2. A **Development Plan Review** to allow for new development in the Victory Avenue NPA.
3. A **Special Development Permit** to allow the proposed project to deviate from the following development standards:
 - Industrial Fences and Screening (Zoning Code Section 5.2.5.D): Outdoor storage of materials and equipment shall be located within the buildable portion of the lot, and screened from view with solid wood fencing, a masonry wall, or chain-link fencing with slats. Screen fencing shall also be located within the buildable portion of the lot, unless otherwise noted in this Code. As proposed, the project will have chain link fencing with green slats along the property line.
 - Commercial Area Setback Adjacent to Residential Zone (Victory Avenue NPA Section 530-44.c): When abutting any residential or agricultural-residential land use zone, the abutting yard shall be at least 75 feet in width, except for office uses which may be as close as 25 feet. As proposed, the abutting yard is 7 to 9 feet in width.
4. A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

The project involves the construction of a new asphalt concrete parking lot with associated semi-truck parking stalls, drive aisles, landscaping, and underground storm drain utilities for the existing site on the southern parcel (APN 115-0061-032). This will allow for 42 truck parking stalls and 24 automobile parking stalls, for a total of 66 new parking stalls. The underground storm drain utilities will tie into the existing storm drain system within Stockton Blvd. Improvements taking place on the northern parcel (APN 115-0061-031) are limited to painting the parking stall striping over the existing asphalt (Plate IS-1). The existing repair facility would continue operation on a 5-day (Monday to Friday) 8:00 am to 5:00 pm schedule. The parking operation would be accessible via a remote control gate on a 24-hour basis. Commercial trucks exceeding seven tons are prohibited on Victory Avenue east of the project site (beyond project driveway) project trucks would only use approximately 400 feet of Victory Avenue between project driveway and Stockton Boulevard.

3. Assessor's Parcel Number: 115-0061-031-0000 and 115-0061-032-0000

4. **Location of Project:** The project site is located on the northeast corner of Stockton Boulevard and Victory Avenue approximately 600 feet east of State Route 99 (SR-99) and approximately 515 feet south of Elsie Avenue in the community of South Sacramento.
5. **Project Applicant:** CWE
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: PLNP2023-00084

NAME: 7849 Stockton Blvd.

LOCATION: The project site is located on the northeast corner of Stockton Boulevard and Victory Avenue approximately 600 feet east of State Route 99 (SR-99) and approximately 515 feet south of Elsie Avenue in the community of South Sacramento. (Plate IS-1).

ASSESSOR'S PARCEL NUMBER: 115-0061-031-0000 and 115-0061-032-0000

OWNER: Harjot Group Investment, LLC
7849 Stockton Blvd
Sacramento, CA 95823

APPLICANT: CWE
2260 Douglas Blvd, Suite 160
Roseville, CA 95661

PROJECT DESCRIPTION

The project requests the following entitlements from Sacramento County:

1. A **Use Permit** to allow for the expansion of an existing truck and tire shop to allow for Truck Storage in the Victory Avenue Neighborhood Preservation Area (NPA) zoning district.
2. A **Development Plan Review** to allow for new development in the Victory Avenue NPA.
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ENVIRONMENTAL SETTING

The project site is within an urbanized area of the South Sacramento community. The site itself consists of an existing truck parking area and building within the northern parcel (APN 115-0061-031) and open vacant land in the southern parcel (APN 115-0061-032) (Plate IS-2). The northern parcel of the project is paved with one building that contains an established truck tire business and related parking and would remain. The building is approximately 12,500 square feet with eight offices and five truck repair bays. The project site currently has sparse landscaping along the portion of the property fronting Stockton Boulevard. The southern parcel is flat undeveloped disturbed ground. There is a roadside drainage ditch extending along Stockton Boulevard approximately 70 feet south to Victory Avenue. The drainage ditch continues along the north side of Victory Avenue the entire length of the proposed project site. Overhead utilities are located along Stockton Boulevard and Victory Avenue along the site boundary.

The City of Sacramento is to the west of Stockton Boulevard and is developed with commercial uses. Specifically, there are three storefront churches which are set back from Stockton Boulevard approximately 210 feet of the project site driveway. The parcels to the north of the project site consist of commercial buildings along Stockton Boulevard and Elsie Avenue. There is a large vacant parcel directly north/northeast of the project site which is currently approved for a single-family subdivision (the Raj Subdivision). This area is zoned Shopping Center (SC) (Plate IS-3). To the south of the project site, across Victory Avenue, is a truck stop consisting of service station and truck parking. The project site and the area south to the truck stop are zoned General Commercial (GC) within the NPA. The parcel to the east is currently vacant and is zoned GC (NPA). Further east are single-family residences zoned RD-5, Low Density

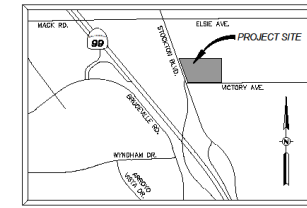
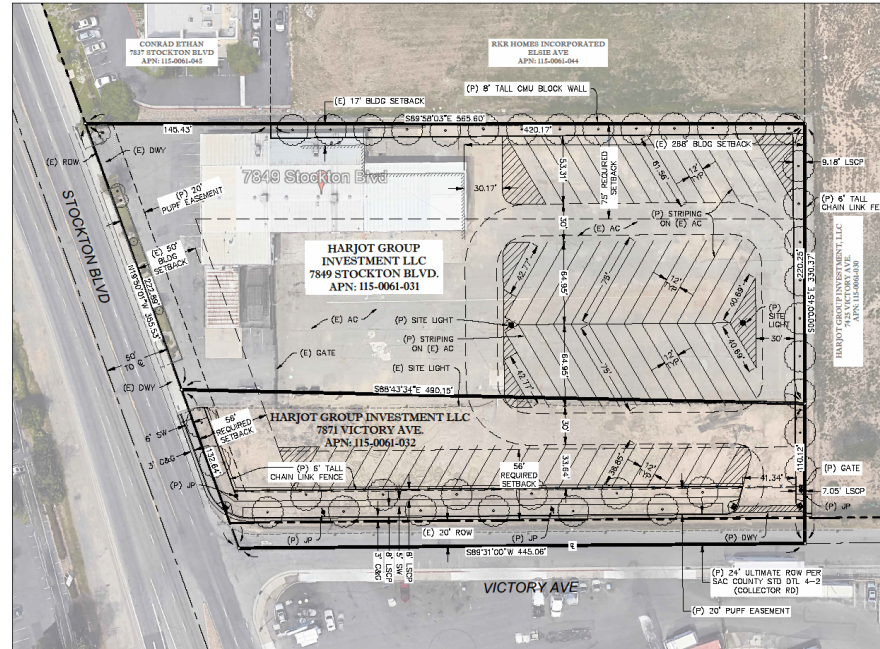
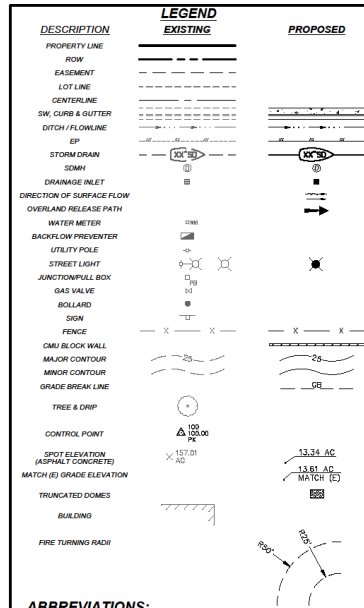
Single-Family Residential. Currently, the nearest residence is approximately 135 feet east of the project site; however, the proposed residential development to the north will introduce residences adjacent to the proposed project site. The project's land use designation is Commercial/Office as are the parcels to the north and south. The parcel immediately east of the project is also Commercial/Office with the parcels further east designated Low Density Residential (Plate IS-4). County Department of Community Development has identified the lot to the east as having low-income residential development potential on the Housing Element Vacant Land Inventory but was not included in the County's rezone program.

Plate IS-1: Project Location (2022 Aerial Photo)



Plate IS-2: Site Plan

PRELIMINARY IMPROVEMENT PLANS FOR 7849 STOCKTON BLVD SACRAMENTO, CA 95823 APN: 115-0061-031 & 032



SHEET INDEX:

- C1 PRELIMINARY SITE PLAN
- C2 EXISTING CONDITIONS
- C3 DEMOLITION PLAN
- C4 PRELIMINARY GRADING & DRAINAGE PLAN

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY WAS THE COUNTY OF SACRAMENTO BENCHMARK NO. 25-26, WHICH IS A 3"10" METAL DISC STAMPED "100 BM 25-26" LOCATED IN THE TOP OF A VERTICAL CURB IN A CHISELED SQUARE ABOVE A DI AT THE CENTER OF THE CURB RETURN AT THE NORTHEAST CORNER OF GERBER ROAD AND THE STREET TO THE CLAYTON MOBILE HOME, 0.3 MILES EAST OF STOCKTON BLVD. ELEVATION = 30.70 (NAVD 88)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF VICTORY AVENUE AS SHOWN ON THE RECORD OF SURVEY MAP FILED IN BOOK 52 OF SURVEYS, AT PAGE 2, THE BEARING OF WHICH IS NORTH 89° 31' 00" EAST AND WAS ESTABLISHED FROM RECORD MONUMENTATION THEREFROM.

TOPOGRAPHIC SURVEY:

CIVIL
FIELD SURVEY DATED: 12/09/2022

FLOOD PLAIN:

THE SOUTHERLY PORTION OF THIS PROPERTY IS IN ZONE "AE", WHICH IS A SPECIAL FLOOD HAZARD AREA PER FEMA FLOOD INSURANCE RATE MAP 060702006H, DATED 08/16/2012. HOWEVER, SAID MAP SHOWS THE 100 YEAR FLOOD ELEVATION TO BE FROM 29.5' TO 29.7' ACROSS THIS SITE.

PROPERTY OWNER / DEVELOPER:

HARJOT GROUP INVESTMENT, LLC
7849 STOCKTON BLVD
SACRAMENTO, CA 95823
CONTACT: JI SINGH
PH: (209) 648-9955

ZONING:

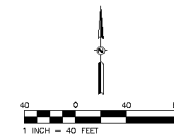
GC (GENERAL COMMERCIAL) (NEIGHBORHOOD PRESERVATION AREA COMBINING ZONING DISTRICT)
NO CHANGE IN ZONING

JURISDICTION:

SACRAMENTO COUNTY

PARKING TABLE:

NEW PARKING SPACE DIMENSION	NUMBER OF SPACES PROVIDED
12' x 38.85'	24
12' x 40.85'	2
12' x 42.77'	2
12' x 41.56'	24
12' x 7.70'	66
TOTAL:	



DEVELOPMENT STANDARDS

EXISTING GENERAL PLAN: SACRAMENTO COUNTY GENERAL PLAN OF 2005-2030		
ZONE: GC (NPA)		
ITEM	REQUIREMENTS	PROVIDED
MINIMUM FRONT SETBACK	30'	30'
MINIMUM SIDE SETBACK	30'	30'
MINIMUM REAR SETBACK	0'	17'
PROPERTY AREA	3.86 AC GROSS 3.85 AC NET	
REFERENCE IS MADE TO THE SACRAMENTO COUNTY ZONING CODE.		

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. ONE MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. ONE FURTHER DOES NOT GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. ONE HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

TOTAL DISTURBED AREA: 1.10 AC

RAW EARTHWORK SUMMARY	
CUT:	600 CY
FILL:	450 CY
NET:	150 CY CUT (EXPORT)
NOTE: EARTHWORK QUANTITIES ARE ESTIMATED TO SUBGRADE AND DO NOT TAKE INTO ACCOUNT SHORINGS, EXCESS MATERIALS FROM TRENCHING AND MISCELLANEOUS STRUCTURAL SECTIONS. CONTRACTOR SHOULD VERIFY EARTHWORK QUANTITIES.	

UTILITY CONTACT INFORMATION

UTILITY	UTILITY CO.	REPRESENTATIVE	PHONE
GAS	PG&E	DEMETRIUS WILLIAMS	(916) 386-5013
ELECTRIC	PG&E	DEMETRIUS WILLIAMS	(916) 386-5013
FIRE	SAC METRO	DIANA SCHMIDT	(916) 899-4323
WATER	CAL AMERICAN	SPENCER PHILLIPS	(916) 568-4210
SEWER	SASD	RAY VASSELLI	(916) 876-4140
DRAINAGE	SACRAMENTO COUNTY	LEO ALBA	(916) 874-4846
U.S.A.	UNDERGROUND SERVICE ALERT		1-800-642-2444

NOT FOR CONSTRUCTION

DATE: 12/09/2022

BY: JI SINGH

DESIGN: JI SINGH

SCALE: 1" = 40'

HARJOT GROUP INVESTMENT, LLC
7849 STOCKTON BLVD
SACRAMENTO, CA 95823
CONTACT: JI SINGH
PH: (209) 648-9955

7849 STOCKTON BLVD
SACRAMENTO, CA 95823
APN: 115-0061-031 & 032
PRELIMINARY SITE PLAN

Sheet
C1
1 of 4
1/12/24

Plate IS-3: Zoning

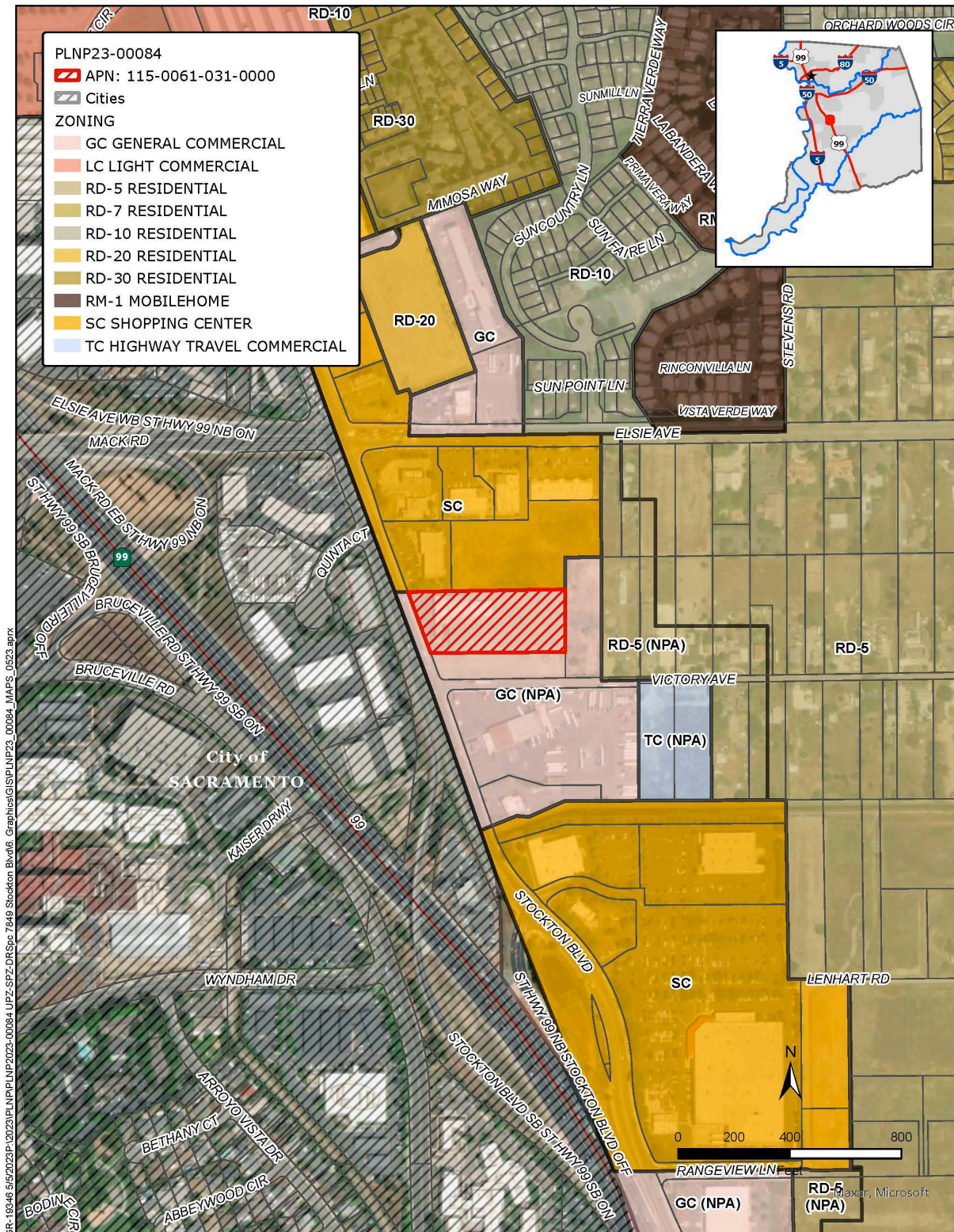
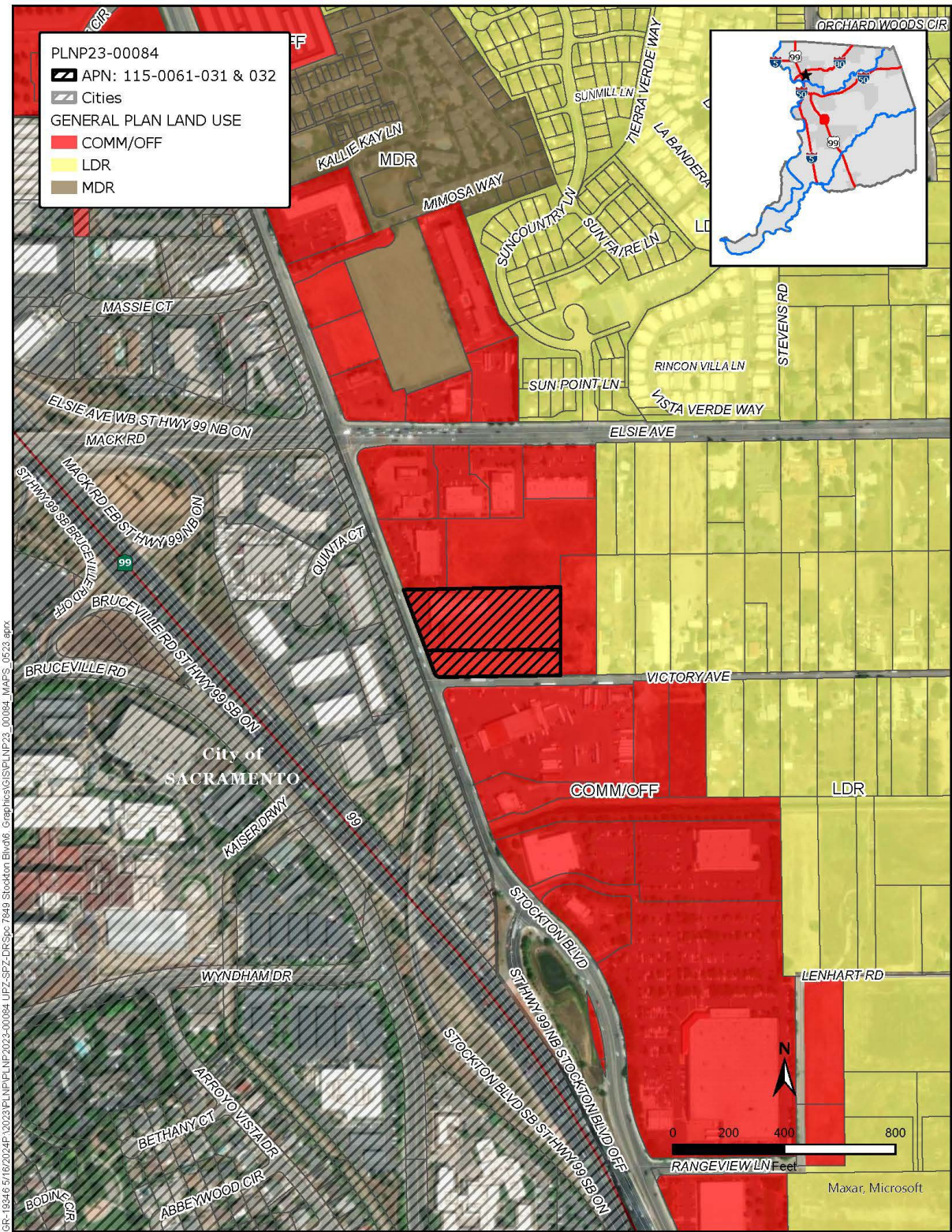


Plate IS-4: Land Use



ENVIRONMENTAL EFFECTS

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

LAND USE

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

- 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.

REGULATORY SETTING

The project is located within the Victory Avenue Neighborhood Preservation Area (NPA). As presented in the Sacramento County Zoning Code:

It is the intent of the Board of Supervisors in adopting this NPA to provide for a suitable use of the property, while giving adequate protection and preserving low density residential uses from adverse and incompatible impacts of existing and proposed heavy and light commercial uses.

Additionally:

Uses permitted in this Neighborhood Preservation Area shall include those permitted in the underlying commercial and residential land use zones as described in Section 3.2.5. Table 3.1 “Allowed Uses” of the Zoning Code of Sacramento County.

As listed on Table 3.1 the proposed project would be an “Allowed Use” with the issuance of a Conditional Use Permit approved by the County Planning Commission. The NPA further states that:

No development shall take place on any property to which this Article applies until final development plans have been approved by the Project Planning Commission as provided herein. The Planning Commission shall approve the development plan if the location and design of the proposed use mitigates potential adverse effects consistent with development standards established, below. The Planning Commission shall not approve development plans under provisions of this section unless it first finds that the proposed development will not create adverse noise, visual, air quality, health, or safety impacts on abutting residential uses.

IMPACT ANALYSIS

The project requests a Special Development Permit (SDP) to deviate from the NPA requirement for a 75-foot setback between commercial and residential uses. As proposed the setback between the project and the boundary of the residential use would be 9-feet. There would be a separation between the project boundary and the northern residences that would consist of a 45 -foot internal roadway of the residential development and parking area. Therefore, the distance between the active uses of commercial and residential would be approximately 54 feet. The northern boundary of the project would include a landscaped 8-foot solid wall. The project has been conditioned to install of a combination of trees and shrubs designed to screen commercial uses from the view of abutting residential uses. The planter shall be provided with a permanent irrigation system. Trees capable of reaching a height of at least 30 feet at maturity shall be planted at least every 30 feet on-center along the required barrier wall. The inclusion of landscaping and wall would be consistent with the policies of the NPA. On the east side of the project property, no wall is currently proposed as the parcel to the east. This parcel adjacent to the project on the eastern side is zoned General Commercial and development a wall would not be required per zoning code development standards.

In addition, the operation of storing truck trailers would have the trucks backing the trailers into the stalls along the northern wall. As discussed in the Noise section, noise from the operations of the project would not exceed the County's noise standards nor the County's Noise Ordinance whether the wall is in place or not. Therefore, the project is consistent with the noise policies of the NPA.

The NPA was also adopted to address air quality and visual impacts. Impacts to air quality are discussed in the Air Quality section below. Visual impacts are associated with landscaping and lighting requirements set out in the County's zoning code and design standards. Lighting would consist of safety and security lights that would not be directed off of the project parcel, thereby being consistent with County codes and standards. As proposed, the site would be landscaped so as to be consistent with similar standards. Therefore, the project would also be consistent with the air quality and visual components of the NPA.

Lastly, while not required by CEQA, the following information has been included the project is located within an identified Environmental Justice Community therefore consideration of the local community's concerns should be noted. When the project was presented to the Community Planning Advisory Council (CPAC), the project was recommended for approval. Such support by the CPAC is indicative that the community considers the project consistent with the goals and policies of the NPA and therefore, impacts to land use would be ***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.

A report was prepared by Helix Environmental Planning (Helix) (Appendix A) that assessed the potential construction and operational air quality impacts associated with the project which was used in preparation of this section.

BACKGROUND

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-1). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-2).

Table IS-1: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1 hour Standard ¹ and 8 hour standard)	Non-Attainment, Classification = Severe -15* (8 hour ³ Standards) Attainment (1 hour standard ²)
Particulate Matter 10 Micron	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 SO₂ Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017

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

Source: SMAQMD. "Air Quality Pollutants and Standards". Web. Accessed: May 3, 2024. <http://airquality.org/air-quality-health/air-quality-pollutants-and-standards>

Table IS-2: SMAQMD Significance Thresholds

	ROG ¹ (lbs/day)	NO _x (lbs/day)	CO (µg/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.

EXISTING CONDITIONS

Existing Conditions and surrounding land uses are discussed in the Environmental Setting section.

SENSITIVE RECEPTORS

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals (sensitive receptors) as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers.

Residential areas are considered sensitive receptor locations to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptor locations, as children are present for extended durations and engage in regular outdoor activities.

Currently, the closest existing sensitive receptor locations to the project site are single-family residences starting approximately 135 feet east of the project site and a single-family residence approximate 370 feet northeast of the project site. However, the vacant lot adjacent to the north property line contains potential future sensitive receptor locations—per the approved Raj subdivision map, the closest residential lots to the project site would be Lots 21 and 25, starting approximately 35 feet to the north, and Lot 30 adjacent to the project site just north of the existing commercial building. The Happy Time infant, preschool, and school age daycare facility is located approximately 580 feet northeast of the project site. Additional single-family residences are located approximately 610 feet north of the project site, across Elsie Avenue. The Kaiser Permanente South Sacramento Medical Center Hospital is located approximately 1,050 feet (0.20 mile) southwest of the project site, across Stockton Boulevard and SR 99. The closest school to the project site is the Anna Kirchgater Elementary School approximately 2,800 feet (0.53 mile) to the southeast.

METHODOLOGY

Criteria pollutant and GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.18. CalEEMod is a computer model used to estimate air emissions resulting from land development projects throughout the state of California. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air quality management and air pollution control districts. The calculation methodology, source of emission factors used, and default data is described in the CalEEMod User's Guide, and Appendices C, D, and G.

CONSTRUCTION EMISSIONS

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coatings (painting of parking lot lines). Construction was assumed to occur five days per week with equipment operating up to eight hours per day. Demolition would include the removal of old asphalt, concrete, and fencing totaling approximately 160 tons (approximately 20 truckloads). Site preparation would include the removal of vegetation and debris, estimated at approximately 80 cubic yards (CY); approximately 5 truckloads. During grading, approximately 90 CY of soil would be exported (approximately 6 truckloads). During paving, approximately 170 loads of aggregate, concrete, and asphalt would be imported to the project site. The anticipated construction schedule is provided in Table IS-3.

Table IS-3: Anticipated Construction Schedule

Construction Activity	Number of Working Days
Demolition	5
Site Preparation	3
Grading	6
Site Improvements Construction	20
Paving	10
Architectural Coating	2

CONSTRUCTION OFF-ROAD EQUIPMENT

Construction would require the use of heavy off-road equipment. All construction equipment estimates are based on default values in CalEEMod, with additional equipment added for underground utilities and underground storage tank (UST) excavation, and for fugitive dust control water application. Table IS-4 presents a summary of the modeled equipment.

Table IS-4: Construction Equipment

Equipment	Horsepower	Number	Hours/Day
<i>Demolition</i>			
Concrete/Industrial Saws	33	1	8
Excavators	36	1	8
Rubber-Tired Dozers	367	1	8
Water Trucks	376	1	2
<i>Site Preparation</i>			
Graders	148	1	8
Rubber-Tired Dozers	367	1	8
Tractors/Loaders/Backhoes	84	1	8
Water Trucks	376	1	8
<i>Grading</i>			
Excavators	36	1	8
Graders	148	1	8
Rubber-Tired Dozers	367	1	8
Tractors/Loaders/Backhoes	84	1	7
Water Trucks	376	1	8
<i>Building Construction</i>			
Cranes	367	1	8

Equipment	Horsepower	Number	Hours/Day
Forklifts	82	2	7
Generator Sets	14	1	8
Tractors/Loaders/Backhoes	84	1	8
Welders	46	1	8
Paving			
Cement and Mortar Mixers	10	1	8
Pavers	81	1	8
Paving Equipment	89	1	8
Rollers	36	2	8
Tractors/Loaders/Backhoes	84	1	8
Architectural Coating			
Air Compressors	37	1	6

CONSTRUCTION ON-ROAD TRIPS

Worker commute trips and vendor delivery trips were modeled based on CalEEMod defaults. Worker trips are anticipated to vary between 10 and 15 trips per day, depending on construction activity. Hauling debris during demolition would result in approximately 8 one-way haul trips per day. Hauling debris during site preparation would result in approximately 3 one-way haul trips per day. Exporting soil to the site during grading would result in approximately 2 one-way haul trips per day. Importing aggregate, asphalt, and concrete to the site during paving would result in approximately 34 one-way haul trips per day. The CalEEMod default worker, vendor and haul trip distances were used in the model.

CONSTRUCTION ARCHITECTURAL COATINGS

Because the project does not propose any new structure, architectural coatings would be limited to painting of parking lot and driveway lines. The area to be painted would be approximately 7,540 square feet and the maximum VOC content for parking lot paint would be 100 grams per liter (g/L) per CalEEMod defaults for Sacramento County.

OPERATIONAL EMISSIONS

Operational emissions for the proposed project and the existing truck service facility¹ were estimated using CalEEMod. Operational sources of emissions include area, energy, transportation, water use, and solid waste.

VEHICULAR (MOBILE) SOURCES

¹ The air emissions and noise from the existing use would be considered part of the baseline condition; however, the technical analyses included as part of the project as being the more conservative approach.

Operational emissions from mobile source emissions are associated with project-related vehicle miles traveled (VMT; calculated in the model from trip generation and trip lengths). A trip generation analysis for the project was provided by the County Department of Transportation in a letter regarding project VMT analysis and local transportation analysis. The proposed truck parking lot would generate 154 average daily trips (ADT; County 2023b). Trips for the proposed truck parking lot were modeled assuming all trips are primary (no pass-by or diverted trip reductions) and using CalEEMod default trip distances. The 154 ADT trips for the proposed truck parking lot were assumed to be 50 percent truck trips and 50 percent truck driver commute trips. Although the trucks using the project truck parking lot could include a mix of medium and heavy-duty trucks, to be conservative, all trucks were assumed to be heavy-heavy duty (more than 33,000 gross vehicle rating). Truck driver commute trips were assumed to be a mix of car and light duty trucks (e.g., pickups) using the CalEEMod default fleet mix ratio. The resulting fleet mix for the truck parking lot was assumed to be 50 percent heavy-heavy duty trucks, 32.3 percent light duty automobiles, 3 percent light duty trucks 1, and 15.7 percent light duty trucks 2.

IMPACT ANALYSIS

CUMULATIVELY CONSIDERABLE NET INCREASE OF NONATTAINMENT CRITERIA POLLUTANTS

By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within Sacramento County. The Sacramento region is in non-attainment for ozone (ozone precursors NO_x and ROG) and particulate matter (PM_{2.5} and PM₁₀). The project's emissions of these criteria pollutants and precursors during construction and operation are evaluated below.

The project would generate criteria pollutants and precursors in the short-term during construction and the long-term during operation. To determine whether a project would result in cumulatively considerable emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the SMAQMD (Table IS-2).

CONSTRUCTION EMISSION IMPACTS

The project's construction emissions were estimated using the CalEEMod model. Model outputs are provided in Appendix A of the Helix report. The results of the project construction modeling are shown in Table IS-5. The data are presented as the maximum anticipated daily emissions for comparison with the SMAQMD thresholds. The modeling assumes implementation of the fugitive dust control measures which are quantifiable in CalEEMod, specifically watering exposed surfaces twice daily.

Table IS-5: Maximum Daily Construction Emissions

Activity	Pollutant Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}

Demolition	1.5	14.9	12.9	<0.1	1.3	0.7
Site Preparation	1.7	16.3	15.3	<0.1	3.7	2.1
Grading	1.7	16.0	15.0	<0.1	3.6	
Building Construction	0.9	8.5	8.6	<0.1	0.4	0.3
Paving	1.1	11.7	10.7	<0.1	0.4	0.3
Architectural Coating	17.6	0.9	1.1	<0.1	<0.1	<0.1
Maximum Daily Emissions	17.6	16.3	15.3	<0.1	3.7	2.1
Threshold	None	85	None	None	80	82
Exceed Threshold?	No	No	No	No	No	No

ROG = reactive organic gas; NOX = nitrogen oxides; CO = carbon monoxide; SOX = sulfur oxides;
PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter

As shown in Table IS-5, emissions of criteria pollutants and precursors would not exceed the SMAQMD significance thresholds. Nevertheless, the SMAQMD recommends a set of Basic Construction Emissions Control Practices (BCECPs), considered by the SMAQMD to be feasible for controlling fugitive dust from a construction site. The practices also serve as BMPs, allowing the use of the non-zero particulate matter significance thresholds. Because Sacramento County is in nonattainment for PM₁₀ and PM_{2.5}, the SMAQMD recommends lead agencies should add these BCECPs as Conditions of Approval (COA) or include in a mitigation measure for any project that results in a net increase of particulate matter emissions, regardless of whether the project's emissions exceed the significance thresholds. Without implementation of the BCECPs, project construction emissions of PM₁₀ and PM_{2.5} would be potentially significant. Mitigation Measure AQ-1 would require implementation of the SMAQMD's recommended BCECPs.

OPERATIONAL EMISSION IMPACTS

Table IS-6 presents the summary of maximum daily operational emissions compared to the SMAQMD thresholds.

Table IS-6: Maximum Daily Operational Emissions

Source	Pollutant Emissions (pounds per day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.3	0.1	4.7	<0.1	1.3	0.4
Maximum Daily Emissions¹	0.3	0.1	4.7	<0.1	1.3	0.4
Threshold	65	65	None	None	80	82

Exceed Threshold?	No	No	No	No	No	No
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¹ Totals may not sum due to rounding.

ROG = reactive organic gas; NOX = nitrogen oxides; CO = carbon monoxide; SOX = sulfur oxides;

PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter

As shown in Table IS-6, long-term emissions of criteria pollutants and precursors would not exceed the SMAQMD thresholds. The SMAQMD considers any operational emissions of PM to be significant unless applicable BMPs and best available control technologies are implemented. Operation of the project would not include any stationary sources of criteria pollutant or precursors. As shown in Table IS-6 the only substantial operational sources of PM₁₀ and PM_{2.5} are mobile sources. Best available control technology of exhaust emissions from cars and trucks is implemented at the state and federal level through emissions regulations and standards. In addition, BMPs to limit truck idling are enforced through state regulations. Per the CARB Airborne Toxic Control Measure to limit diesel-fueled commercial motor vehicle idling (Title 13, CCR, section 2485), prohibits diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds from idling the vehicle's primary diesel engine longer than five minutes at any location. Therefore, all applicable BMPs and best available control technologies for control of project mobile source PM₁₀ and PM_{2.5} are implemented through regulatory compliance.

IMPACT SUMMARY AND MITIGATION

While long-term operation of the project would not result in criteria pollutant and precursor pollutant emissions that would exceed the SMAQMD significance thresholds, short-term construction activities would result in an increase of emissions of PM₁₀ and PM_{2.5} compared to existing conditions. The SMAQMD considers any increase in construction PM emissions to be significant unless the BCECPs are implemented. Therefore, mitigation measures AQ-1 would be required to enforce implementation of the SMAQMD construction BCECPs. Impacts to Air Quality would be ***less than significant with mitigation***.

HEALTH RISK ASSESSMENT

A health risk assessment (HRA) was prepared to analyze potential health risks to nearby sensitive receptors and off-site workers from the emission of diesel particulate matter (DPM) during operation of the proposed truck parking lot in accordance with applicable portions of the OEHHA's *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. HRA modeling inputs and outputs are included in Appendix B, *HRA Modeling*, of the Helix report.

TOXIC AIR CONTAMINANTS

Toxic air contaminant (TAC) is defined as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." The TAC emissions of concern analyzed in the HRA is DPM. Emissions of DPM from trucks utilizing the project truck parking lot were calculated using the trip generation provided by the County Department of Transportation and assuming 50 percent of parking lot trips are a truck entering or

exiting the project site, resulting in 77 ADT and 8 peak hour trips. All trucks were assumed to be heavy-heavy duty trucks (more than 33,000 gross vehicle rating). DPM emissions from project trucks would gradually reduce during the lifespan of the project, as CARB and U.S. Environmental Protection Agency (USEPA) diesel exhaust emissions standards are implemented through retirement and replacement of older trucks with newer diesel-powered trucks or zero-emissions trucks. To account for future lower emissions, project truck DPM emissions were calculated using PM₁₀ exhaust emissions rates from CARB's EMFAC2021 v1.0.2 Emissions Inventory for Sacramento County in 5-year increments starting in 2025 (the first full year of project operation) and ending in 2055. Trucks traveling on roads near the project site were assumed to be traveling at the posted speed limit (40 mph for Stockton Boulevard; 25 mph for Victory Avenue). Trucks circulating on the project site were assumed to be traveling at 10 mph. Because EMFAC does not contain emission rates for idling, DPM emissions from idling trucks were calculated assuming that the emissions rate for trucks traveling at 5 mph are approximately equal to idling emissions rates.

SOURCE PARAMETERS

Trucks traveling streets around the project site, on project driveways, and within the project site were modeled as line volume sources following methodology/calculations recommended in the USEPA *Haul Road Workgroup Final Report*, using an average truck height of 4 meters (13.1 feet), the average road width for on-street travel, and an average truck width of 2.6 meters (8.5 feet) for driveways and on-site circulation. All trucks would be required to enter the project site from the driveway on Stockton Boulevard. Trucks could exit the project site using driveways on Stockton Boulevard or Victory Avenue. To be conservative in accounting for emissions on Victory Avenue, near the closest single-family residence east of the project site, all trucks were assumed to enter the project site from Stockton Boulevard, circulate around the parking lot, then exit the project site on Victory Avenue. Because the distribution of project trips on local streets was unknown, 50 percent of trucks were assumed to access the site using Stockton Boulevard north of the project site and 50 percent of trucks were assumed to access the site using Stockton Boulevard south of the project site.

Trucks idling in the parking area were modeled as volume sources with a 15 meter (49 feet) wide base and a height of 5 meters (16.4 feet). Eight identical volume sources were placed in the project truck parking lot corresponding to the parking areas closest to the nearest sensitive receptor locations east of the project site. Per the CARB Airborne Toxic Control Measure to limit diesel-fueled commercial motor vehicle idling (Title 13, CCR, section 2485), prohibits diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including sleeper berth equipped trucks, from idling the vehicle's primary diesel engine longer than five minutes at any location. Each truck entering the project site was assumed to idle for 5 minutes prior to shutting down and each truck exiting the project was assumed to idle 5 minutes prior to leaving. Idling emissions were divided equally among the eight volume sources.

Emissions of DPM would not be constant throughout the day. The volume of trucks entering and exiting the site would vary by hour of the day and day of the week. However, since the project is assumed to operate 24 hours per day, 7 days per week,

the truck volume was assumed to be steady (at peak hour volume) throughout all hours of the day and week. This modeling assumption is generally conservative (health protective).

METEOROLOGICAL DATA

The SMAQMD provides pre-processed meteorological data suitable for use with AERMOD for projects within the SVAB. The available data set most representative of conditions in the project vicinity was from the Sacramento Executive Airport station, approximately 4.5 miles northwest of the project site. The Sacramento Executive Airport set includes 5 years of data collected between 2014 to 2018. Because the project site is near the eastern edge of high density developed areas along the SR 99 corridor, rural dispersion coefficients were selected in the model. Using rural dispersion coefficients is generally conservative (health protective) compared to using urban dispersion coefficients which account for urban heat island effects. A wind rose for the Sacramento Executive Airport shows an average speed of 7.7 mph from the south-southeast. The wind rose graphics are included in Appendix B of the Helix report.

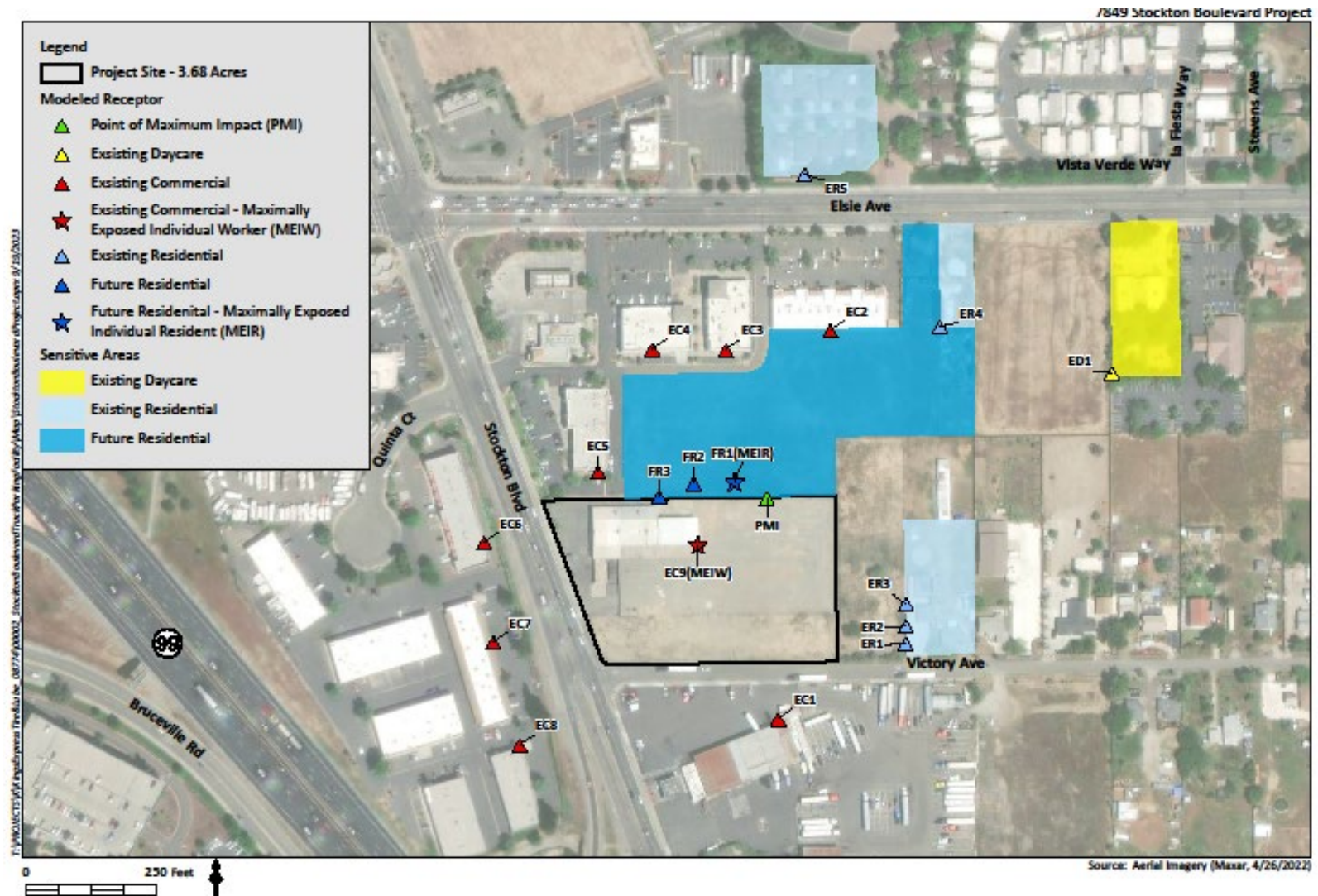
TERRAIN DATA

United States Geological Survey (USGS) National Elevation Dataset (NED) files with a 30-meter resolution covering an area approximately 0.5 kilometer around the project site were used in the model to cover the analysis area. Terrain data was imported to the model using AERMAP (a terrain preprocessing program for AERMOD).

RECEPTOR MODELING

To develop risk isopleths (linear contours showing equal level of risk) and ensure that the area of maximum impact was captured, receptors were placed in a cartesian grid 580 meters by 580 meters (approximately 1,903 feet by 1,903 feet), centered on the project site with a grid spacing of 20 meters (66 feet) and a receptor height (flagpole height) of 1.2 meters (4 feet) above the ground. To ensure the area of maximum off-site impact was captured, receptors were placed along the project boundary at 10-meter (33 feet) intervals. Additional discrete receptors were placed in the model including: five receptors along the closest property lines of existing residential sensitive receptor locations, one receptor on the property line (outdoor play area) for the daycare center northeast of the project site, eight receptors at the closest off-site worker locations (commercial buildings) to the project site; one receptor at the commercial building on the project site (not a part of the project); and three receptors at the closest future residential lots in the Raj Subdivision north of the project site. Plate IS-5 shows the modeled discrete receptor locations relative to the project site.

Plate IS-5: Modeled Receptors



RISK DETERMINATION

Adverse health effects resulting from localized concentrations of TACs were calculated using CARB's Hotspots Analysis and Reporting Program (HARP), Air Dispersion Modeling and Risk Tool (ADMRT) version 22118. Plot files from AERMOD using unitized emissions (one gram per second) from each modeled source were imported into the ADMRT. The ADMRT calculated ground-level concentrations of DPM for each source utilizing the calculated DPM emissions inventory described in Section 4.2.1, above. The latest cancer potency factors, non-cancer chronic Reference Exposure Limits (RELs), acute RELs, exposure paths, and target organ or system for all TACs designated by CARB are included in the ADMRT. For the residential cancer risk, an exposure duration of 30 years was selected in accordance with the OEHHA guidelines.

The model conservatively assumes that residents would be standing and breathing outdoors at the location of the property line closest to the project site every day between 17 and 21 hours per day (depending on the age group).

Residential health risks were modeled in 5-year increments, starting with infants in utero in the third trimester of pregnancy through age 4 and ending with age 25 through age 29, for a total of 30 years exposure. Because there are no schools near the project site (within the project 1 in 1 million cancer risk isopleth), fraction of time at home adjustments were applied to all age bins. Tier 1 fractions were used for each age bin: 0.85 for less than 2 years old, 0.72 for 2 to 16 years old, and 0.73 for 16 years and older. For the daycare center risk, an exposure duration of 12 years was used (corresponding to daycare for a child starting at age 0 and ending at age 12) with an assumption of 8 hours per day of exposure while standing outside with moderate intensity breathing rates. For off-site worker cancer risk, an exposure duration of 25 years, starting at age 16, was selected with an assumption of 8 hours per day of exposure while standing outside with moderate intensity breathing rates, in accordance with the OEHHA guidelines. The OEHHA derived intake rate percentile method was selected for residential cancer and non-cancer chronic scenarios. DPM does not have an 8-hour non-cancer chronic health effect REL or an acute health effect REL, therefore, only cancer risks and non-cancer chronic health effects were evaluated. The modeling input and output is included in Appendix B of the Helix report.

THRESHOLD OF SIGNIFICANCE

SMAQMD significance thresholds for maximum incremental cancer risk and hazard indices for TACs is: Maximum Incremental Cancer Risk ≥ 10 in 1 million Chronic & Acute Hazard Index ≥ 1.0 (project increment).

IMPACTS

CONSTRUCTION ACTIVITIES

Implementation of the project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC DPM. Generation of DPM from construction projects typically occurs in a localized area (e.g., at the project site) for a

short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has to the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). Total project construction is anticipated to last less than five months. Considering this information, the highly dispersive nature of DPM, the short duration of construction activities, and the fact that construction activities would occur at various locations throughout the project site for short periods, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations.

OPERATIONAL ACTIVITIES

LOCALIZED CRITERIA POLLUTANTS

According to the SMAQMD, land use development projects do not typically have the potential to result in localized concentrations of criteria air pollutants that expose sensitive receptors to substantial pollutant concentrations. This is because criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project. These vehicle trips occur throughout a paved network of roads, and, therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed. Therefore, localized concentration of CO from exhaust emissions, or “CO hotspots,” would only be a concern on high-volume roadways where vertical and/or horizontal mixing is substantially limited, such as tunnels or below grade highways. There are no high-volume roadways in the region with limited mixing that would be affected by project-generated traffic.

TOXIC AIR CONTAMINANTS (DIESEL PARTICULATE MATTER)

Implementation of the project would result in emissions of DPM from trucks using the proposed truck parking lot. Because the existing truck service facility on the project site

would be retained by the project and would not result in new emissions, the HRA does not consider the DPM emissions from the existing land use.

The incremental excess cancer risk is an estimate of the chance a person exposed to a specific source of a TAC may have of developing cancer from that exposure beyond the individual's risk of developing cancer from existing background levels of TACs in the ambient air. For context, the average cancer risk from TACs in the ambient air for an individual living in an urban area of California is 830 in 1 million. Cancer risk estimates do not mean, and should not be interpreted to mean, that a person will develop cancer from estimated exposures to toxic air pollutants.

The maximum estimated community incremental health effects due to exposure to the project DPM emissions from long term operation of the proposed truck parking lot for the Maximally Exposed Individual Resident (MEIR) and Maximally Exposed Individual Worker (MEIW) are presented in Table IS-7. These estimates are conservative (health protective) and assume that the resident or worker is outdoors for the entire exposure period.

Table IS-7: Maximum Incremental Health Effects

	MEIR Cancer Risk (chances per million)	MEIR Non-Cancer Chronic Hazard Index	MEIW Cancer Risk (chances per million)	MEIW Non-Cancer Chronic Hazard Index
Results	9.2	<0.01	0.9	<0.01
SMAQMD Threshold	10	1	10	1
Exceed Threshold?	No	No	No	No

MEIR = Maximally Exposed Individual Resident; MEIW = Maximally Exposed Individual Worker

The estimated incremental excess cancer risk and chronic hazard index due to exposure to the project's TAC emissions for each receptor location shown in Plate IS-5 are presented in Table IS-8. The model inputs, outputs, and risk isopleth figures are available in Appendix A of the Helix Report.

Table IS-8: Discrete Receptor Incremental Cancer Risk and Chronic Health Effects

Receptor ID	Description	Cancer Risk (chances per million)	Non-Cancer Chronic Hazard Index
ER1	Existing Single-Family Residential	2.4	<0.01
ER2	Existing Single-Family Residential	2.5	<0.01
ER3	Existing Single-Family Residential	2.54	<0.01

ER4	Existing Single-Family Residential	1.2	<0.01
ER5	Existing Single-Family Residential	1.4	<0.01
FR1	Future Single-Family Residential	9.2	<0.1
FR2	Future Single-Family Residential	5.8	<0.1
FR3	Future Single-Family Residential	4.2	<0.1
ED1	Existing Daycare Facility	0.6	<0.01
EC1	Existing Off-Site Commercial Building	0.4	<0.01
EC2	Existing Off-Site Commercial Building	0.3	<0.01
EC3	Existing Off-Site Commercial Building	0.4	<0.01
EC4	Existing Off-Site Commercial Building	0.3	<0.01
EC5	Existing Off-Site Commercial Building	0.3	<0.01
EC6	Existing Off-Site Commercial Building	0.1	<0.01
EC7	Existing Off-Site Commercial Building	<0.1	<0.01
EC8	Existing Off-Site Commercial Building	<0.1	<0.01
EC9	Existing Off-Site Commercial Building	0.9	<0.1

The point of maximum off-site impact for residential cancer and non-cancer chronic health effect would be on the project's north boundary at approximately Universal Transverse Mercator (UTM) coordinates Zone 10, 638125 meters East, 4259465 meters North, on the property line of the vacant lot north of the project site. The Raj Subdivision tentative map shows landscaping and a driveway at the point of maximum impact, immediately north of the project truck parking area (Aras Design and Construction 2022). No existing or future residents are anticipated to be at the point of maximum impact for prolonged periods. If residents were to be located at the point of maximum impact for 30 years, the estimated incremental excess cancer risk would be 13.3 in 1 million. The point of maximum impact, the MEIR, and the MEIW are shown in Plate IS-5. Cancer risk isopleth (contour lines of equal risk) figures are included in Appendix B of the Helix report.

Although there are no planned future residences for the vacant lot east of the project site, because the lot has been identified by the county as a potential low-income residential site, potential future health risks to residences in the vacant lot were calculated. Residential incremental increased cancer risks along the property line between the project site and the vacant east lot would range between 5.7 in 1 million and 8.7 in 1 million and would not exceed the SMAQMD threshold of 10 in 1 million.

As shown in Table IS-7 and Table IS-8, the incremental increased cancer risks would not exceed the SMAQMD threshold of 10 in 1 million and the chronic hazard indices would not exceed the SMAQMD threshold of 1. Therefore, long term operation of the proposed truck parking lot would not expose sensitive receptors to substantial DPM concentrations.

SIGNIFICANCE OF IMPACTS

Construction of the project would not expose sensitive receptors to substantial DPM concentrations. Long-term operation of the project would not result in significant localized concentrations of criteria pollutants, including CO hotspots. Long-term operation of the project would not result in cancer risk and chronic health effects from truck DPM emissions exceeding the respective SMAQMD thresholds. The calculated increased residential cancer risk for future residents of the Raj Subdivision is only slightly below the SMAQMD threshold of 10 in 1 million. Because of existing poor air quality in the area (from mobile source emissions on SR 99, Stockton Boulevard, and Elsie Avenue, and emissions from the existing gas station at the intersection of Stockton Boulevard and Elsie Avenue), conditions of approval for the Raj Subdivision include the requirement to install heating, ventilation, and air conditioning systems equipped with filters with a Maximum Efficiency Reporting Value (MERV) of at least 13 for all residential buildings in the subdivision (County 2023c). A MERV-13 filter removes between 75 to 90 percent of pollutant particles 0.3 micron in diameter and larger (USEPA 2023C), reducing health risks to residents living in the buildings. Although required due to existing air quality issues in the area, the conditions of approval for the Raj Subdivisions would also reduce potential health risks to future residents from project truck DPM emissions further below the SMAQMD thresholds. Therefore, implementation of the project would not expose sensitive receptors to substantial pollutant concentrations, and the impact ***less than significant***.

NOISE

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

- 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.

A report was prepared by Helix Environmental Planning (Helix) (Appendix B) that assessed the potential construction and operational noise impacts associated with the project which was used in preparation of this section.

REGULATORY BACKGROUND

STATE OF CALIFORNIA

The California Department of Health Services (DHS) office of Noise Control has studied the relationship between noise levels and different land uses. As a result, the DHS has established four categories for judging the severity of noise intrusion on specified land

use. Noise in the “normally acceptable” category places no undue burden on affected receptors and would need no mitigation. As noise rises into the “conditionally acceptable” range, some mitigation of exposure (as established by an acoustical study) would be warranted. At the next level, noise intrusion is so severe that it is classified “normally unacceptable” and would require extraordinary noise reduction measures to avoid disruption. Finally, noise in the “clearly unacceptable” category is so severe that it cannot be mitigated.

Title 24 of the California Administrative Code establishes standards governing interior noise levels that apply to all new multifamily residential units in California. The standards require that acoustical studies be performed prior to construction at building locations where the existing L_{dn} exceeds 60 dBA. Such acoustical studies are required to establish mitigation measures that will limit maximum L_{dn} noise levels to 45 dBA in any inhabitable room. The U.S. Department of Housing and Urban Development (HUD) has set an L_{dn} of 45 as its goal for interior noise in residential units built with HUD funding.

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.

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 (Table IS-11 below) at existing noise-sensitive areas in the project vicinity.

**Table IS-9: Noise Element Table 2
Non-Transportation Noise Standards Median (L50)/Maximum (Lmax)**

New Land Use	Outdoor Area		Interior
	Daytime	Nighttime	Day and Night
All Residential	55 / 75	50 / 70	35 / 55

Transient lodging ⁴	55 / 75	---	35 / 55
Hospitals and nursing homes ^{5,6}	55 / 75	---	35 / 55
Theaters and auditoriums ⁶	---	---	30 / 50
Churches, meeting halls, schools, libraries, etc. ⁶	55 / 75	---	35 / 60
Office buildings ⁶	60 / 75	---	45 / 65
Commercial buildings ⁶	---	---	45 / 65
Playgrounds, parks, etc ⁶	65 / 75	---	---
Industry ⁶	60 / 80	---	50 / 70
1. The Table 2 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds. If the existing ambient noise level exceeds the standards of Table 2, then the noise level standards shall be increased at 5 dB increments to encompass the ambient. 2. Sensitive areas are defined in the acoustic terminology section. 3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions. 4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours. 5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients. 6. The outdoor activity areas of these uses (if any), are not typically utilized during nighttime hours. 7. Where median (L₅₀) noise level data is not available for a particular noise source, average (Leq) values may be substituted for the standards of this table provided the noise source in question operates for at least 30 minutes of an hour. If the source in question operates less than 30 minutes per hour, then the maximum noise level standards shown would apply.			

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 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-12. All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element shall be prepared in accordance with Table 3 of the Noise Element.

The requirements as listed in Table 3 of the Noise Element are that an acoustical analysis shall:

1. Be the responsibility of the applicant.
2. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics.
3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
4. Estimate projected future (20 year) noise levels in terms of the Standards of Tables 1 and 2 and compare those levels to the adopted policies of the Noise Element.
5. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element.
6. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.

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.

SACRAMENTO COUNTY NOISE CONTROL ORDINANCE

The County's Noise Control Ordinance sets limits for exterior noise levels on some designated agricultural-residential and all residential properties. The Noise Ordinance does not apply to noise levels at agriculturally zoned properties. The standards found in the County's Noise Control Ordinance are based on the duration of noise on private property over one-hour periods. The ordinance is primarily concerned with regulating noise other than noise generated by transportation noise sources (e.g., passing cars or aircraft flyovers). The ordinance limits the duration of noise based on many factors, including the type of source, tonal characteristics of the source, ambient noise levels, time of day, etc., by utilizing a system of noise criteria not to be exceeded based on the duration of noise over any given hour. Construction noise is specifically exempted from the Noise Ordinance (Sacramento County Code Section 6.68).

In recognition of ambient noise, the ordinance allows the standards set forth in **Table IS-12** to be adjusted in 5 dBA increments to encompass the ambient noise level. For example, if the ambient noise level for a given hour was 57 dBA, the daytime L50 noise standard would be increased to 60 dBA. The Noise Control Ordinance also states that each of the standards identified in **Table IS-12** should be reduced by 5 dBA for impulsive or simple tone noises², or for noises consisting of speech or music.

² "Impulsive noise" means a noise characterized by brief excursions of sound pressures whose peak levels are very much greater than the ambient noise level, such as might be produced by the impact of a pile driver, punch press or a drop hammer, typically with duration of one second or less. "Simple tone noise" or "pure tone noise" means a noise

Table IS-10: Sacramento County Noise Ordinance

Cumulative Duration of the Intrusive Sound	Descriptor	Exterior Noise Standard, dB	
		Daytime (7am – 10pm)	Nighttime (10pm – 7am)
30 – 60 minutes per hour	L ₅₀	55	50
15 – 30 minutes per hour	L ₂₅	60	55
5 – 15 minutes per hour	L ₀₈	65	60
1 – 5 minutes per hour	L ₀₂	70	65
Level not to be exceeded at any time	L _{max}	75	70
Source: Sacramento County, Noise Control Ordinance. Chapter 6.68.070			

EXISTING CONDITIONS

The project site is located in a generally suburban area with commercial businesses (including truck service business) along Stockton Boulevard and residential areas east of the project site along Victory Avenue. The project site's northern lot is currently occupied by a truck tire business and parking lot. The project site's southern lot is currently vacant and contains no structures, trees, or bushes.

SURROUNDING LAND USES

Land uses surrounding the project site include: a vacant parcel with a General Commercial land use designation to the east, a vacant parcel with a Commercial/Offices land use designation to the north, a small retail strip mall to the northwest, a retail strip mall across Stockton Boulevard to the west, and a truck stop/truck service and truck parking business across Victory Avenue to the south (see Plates IS-1 and IS-4). A residential subdivision project (the Raj Subdivision) with a tentative map for 30 single family lots was approved for the vacant parcel to the north (APN 115-0061-044) on January 25, 2022. When the report was prepared, construction activity for the Raj Subdivision had not commenced. The vacant lot to the east (APN 115-0061-030) is owned by the project applicant and currently there are no development plans for the lot. However, the County Department of Community Development has identified the lot to the east as having low-income residential development potential on the Housing Element Vacant Land Inventory.

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, such as residential dwellings, schools, transient

characterized by the presence of a predominant frequency or frequencies such as might be produced by a whistle or hum.

lodgings (hotels), hospitals, educational facilities, and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. Noise receptors are individual locations within an NSLU that may be affected by noise. The nearest existing NSLU to the project site is a single-family residential property approximately 135 feet to the east. Additional existing single-family residence are located further to the east along Victory Avenue and an existing single-family residence is located approximate 370 feet northeast of the project site. The vacant lot adjacent to the northern property line contains potential future NSLUs. Per the approved Raj Subdivision tentative map, the closest residential lots to the project site would be Lots 21 and 25, starting approximately 35 feet to the north, and Lot 30 adjacent to the project site just north of the existing commercial building (Aras Design and Construction 2022). The closest NLUs are shown in Plate IS-5. At the time of the report preparation, no construction has commenced for the Raj Subdivision. In addition, located across Stockton Boulevard in the City of Sacramento there are three store front churches that are approximately 210 feet west of the project driveway.

Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, hospitals, and university research operations (Caltrans 2020) are considered “vibration-sensitive.” The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. In addition, excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses, schools, or transient lodging. Land uses in the project area that are subject to annoyance from vibration include the residences described above. Ground-borne vibration can also cause structural damage or architectural damage (e.g., cracking plaster) to buildings.

EXISTING NOISE SOURCES

The existing noise environment in the area around the project site is dominated by traffic noise on Stockton Boulevard, SR-99, and Elsie Avenue, and noise from the surrounding commercial businesses, including truck noise pass-by noise, truck idling noise, and truck servicing equipment noise (e.g., pneumatic tools, air compressors) from the truck stop/truck service/truck parking lot across Victory Avenue south of the project site. The existing truck tire service business on the project site would continue to operate and includes noise from tire servicing equipment (e.g., pneumatic tools, tire bead breaking machines, air compressors), truck circulation on the project site, and truck idling.

EXISTING TRAFFIC VOLUMES

Existing traffic on Stockton Boulevard and Elsie Avenue was estimated from traffic counts taken by the County Department of Transportation. In 2020, the Stockton Boulevard at the Elise Avenue intersection traffic count was 30,681 ADT. For Elsie Avenue at the Stockton Boulevard intersection, the average of six counts taken between 2018 and 2022 was 25,588 ADT. Peak hour traffic and the percentage of trucks for Stockton Boulevard was assumed to be similar to SR-99 in the project vicinity. Per Caltrans traffic census data, in 2021 SR-99 near the Stockton Boulevard interchange

carried 127,000 ADT, the peak hour traffic was 10,109 (7.6 percent of the ADT) and trucks comprised 8.0 percent of ADT.

EXISTING NOISE CONDITIONS

Two short-term (15-minute) noise measurements and one long-term (24-hour) noise measurement were conducted on September 14, 2023. The truck tire shop was not operating during the taking of measurements and the noise environment observed was dominated by traffic noise and noise from the truck stop across Victory Avenue to the south. All measurements were made with meters that conforms to the American National Standards Institute (ANSI) specifications for sound level meters (ANSI S1.4 1983 R2001).

Short-term measurements were conducted with the meter mounted on a tripod and set at a height approximately 5 feet above the ground. Short-term measurement ST-1 was conducted near the northeast corner of the project site. Short-term measurement ST-2 was conducted near the southeast corner of the project site. The short-term measured ambient noise levels are shown in Table IS-13. Site visit field sheets are included in Appendix A of the Helix study.

Table IS-11: Short-Term Noise Measurement Results

Measurement	Location	Conditions	Time	dBL _{eq}	Notes
ST-1	Approximately 15 feet west and 50 feet south of the project site northeast corner.	85°F, 6 mph wind, 38 percent humidity	2:01 p.m. to 2:16 p.m.	51.4	Dominant noise source: traffic along Stockton Boulevard and SR-99; some truck noise across Victory Avenue
ST-2	Approximately 15 feet west and 30 feet north of the project site southeast corner.	85°F, 6 mph wind, 38 percent humidity	2:18 p.m. to 2:33 p.m.	55.1	Dominant noise source: traffic along Stockton Boulevard and SR-99; some truck noise across Victory Avenue

METHODOLOGY, ASSUMPTIONS, AND SIGNIFICANCE CRITERIA

METHODOLOGY

Modeling of the exterior noise environment for this report was accomplished using computer noise models: Computer Aided Noise Abatement (CadnaA) version 2021; Traffic Noise Model (TNM) version 2.5; and the Roadway Construction Noise Model (RCNM). CadnaA is a model-based computer program developed by DataKustik for

predicting noise impacts in a wide variety of conditions. CadnaA assists in the calculation, presentation, assessment, and mitigation of noise exposure. It allows for the input of project related information, such as noise source data, barriers, structures, and topography to create a detailed CadnaA model, and uses the most up-to-date calculation standards to predict outdoor noise impacts.

Project construction noise was analyzed using the Roadway Construction Noise Model Version 1.1 (RCNM; U.S. Department of Transportation [USDOT] 2008), which utilizes estimates of sound levels from standard construction equipment.

Traffic noise was calculated using TNM version 2.5, released in February 2004 by the U.S. Department of Transportation (USDOT). TNM calculates the daytime average hourly LEQ from three-dimensional model inputs and traffic data (USDOT 2004). Input variables included road alignment, lane configuration, projected traffic volumes, projected truck volumes, and vehicle speeds.

ASSUMPTIONS

CONSTRUCTION

Potential noise from project construction activity was estimated from the assumptions developed in the project Air Quality and Greenhouse Gas Emissions Technical Report prepared by Helix (Appendix A).

CONSTRUCTION ACTIVITIES

Construction of the project is anticipated to begin early 2025³ and last approximately four months. Construction activities would include demolition, site preparation, grading, site construction, paving, and architectural coatings (painting of parking lot lines). Construction was assumed to occur five days per week with equipment operating up to eight hours per day. Demolition would include the removal of old asphalt, concrete, and fencing totaling approximately 160 tons (approximately 20 truckloads). Site preparation would include the removal of vegetation and debris, estimated at approximately 80 cubic yards (CY; approximately 5 truckloads). During grading, approximately 90 CY of soil would be exported (approximately 6 truckloads). The project would not construct any new buildings, the site improvements construction activity would consist of fencing, gates, light standards, and landscaping. During paving, approximately 170 loads of aggregate, concrete, and asphalt would be imported to the project site. The anticipated construction timeline is provided in Table IS-3 in the Air Quality section.

CONSTRUCTION OFF-ROAD EQUIPMENT

Construction would require the use of heavy off-road equipment. Table IS-4 in the Air Quality section presents a summary of the assumed equipment.

³ The noise study used January 2024 as a start date for construction.

CONSTRUCTION ON-ROAD TRIPS

Worker trips are anticipated to vary between 10 and 15 trips per day, depending on construction activity. Hauling debris during demolition would result in approximately 8 one-way haul trips per day. Hauling debris during site preparation would result in approximately 3 one-way haul trips per day. Exporting soil to the site during grading would result in approximately 2 one-way haul trips per day. Importing aggregate, asphalt, and concrete to the site during paving would result in approximately 34 one-way haul trips per day. The CalEEMod default worker, vendor and haul trip distances were used in the model.

OPERATIONS

Noise sources for long-term operation of the project truck parking facility would include truck circulation and idling, occasional truck back-up alarms, and additional traffic on roadways in the project vicinity. The project truck parking lot would not be used for storage of cargo which would require the operation of transport refrigeration units (TRUs) on the project site. Therefore, TRU noise was not included in the noise analysis.

TRUCK CIRCULATION

The number of new trucks (trucks associated with the project truck parking facility, not including trucks associated with the existing truck tire shop on the project site) anticipated to enter or leave the was based on the generation analysis for the project was provided by the County Department of Transportation in a letter regarding project VMT analysis and local transportation analysis. The proposed truck parking lot would generate 154 average daily trips (ADT) and 15 peak hour trips. The 154 ADT and 15 peak trips for the proposed truck parking lot were assumed to be 50 percent truck trips and 50 percent truck driver commute trips, resulting in 77 ADT truck trips and 8 afternoon peak hour truck trips. The number of trucks anticipated to enter or leave the project at night (10 p.m. to 7 a.m.) was not included in the project trip generation analysis. Based on a study of the typical distribution of traffic by time of day on California urban highways and roads, the project peak nighttime hour would be 4.8 percent of the ADT, or 4 trucks entering or leaving the project site between 6 a.m. and 7 a.m.

Although the trucks using the project truck parking lot could include a mix of medium and heavy-duty trucks, to be conservative, all trucks were assumed to be heavy duty (more than 33,000 gross vehicle rating). Noise from trucks circulating around the project site was modeled using the default truck noise in the CadnaA/TNM software. Trucks were assumed to enter the project site using the Stockton Boulevard driveway, circulate at an average speed of 10 miles per hour (mph), reverse into a parking spot at 5 mph, and leave the project site using the Victory Avenue driveway.

TRUCK IDLING

Each truck was assumed to idle for the maximum allowable time of five minutes after arriving at a parking spot on the project site, and for another 5 minutes prior to exiting the project site, in accordance with California Code of Regulations Title 13, Section

2485. Truck idling was modeled as producing 96 dBA SWL, based on field measurements of truck activity conducted by HELIX.

TRUCK BACKUP ALARMS

There are no California or federal regulations which require on-road trucks to be equipped with backup warning devices (backup alarms). Per the project applicant, less than one percent of the trucks anticipated to use the project site would be equipped with a backup alarm. To be conservative, one of the modeled eight trucks entering the project site during the daytime peak hour and one of the four modeled trucks entering the project site during the nighttime peak hour were assumed to be equipped with a backup alarm. The most common truck backup alarm is a pulsing single tone, typically at one kHz. Recently, in response to noise complaints, backup alarms which produce a less intrusive pulsing broad-spectrum noise have been introduced. All backup alarms were modeled assuming the typical one kHz alarm with a noise level of 106.6 dBA SWL. Backup alarms were assumed to be mounted on the back of the truck at a height of 1 meter (3.3 feet).

THRESHOLDS OF SIGNIFICANCE

- *Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance.*

Per the County General Plan Noise Element, daytime noise generated on the project site would be significant if the level exceeds 55 dBA L₅₀ or 75 dBA L_{Max}, and nighttime noise would be significant if the level exceeds 50 dBA L₅₀ or 70 dBA L_{Max} measured at the receiving residential outdoor use area. These standards from the County General Plan are consistent with the County Noise Ordinance Section 6.68.070 standard for noise with a cumulative duration of 30 or more minutes per hour and the maximum noise level for any period during an hour. Because the cumulative duration of project truck noise during a given hour is unknown, operational L_{eq} (approximately equivalent to the L₅₀) and L_{Max} was compared to the County General Plan standards. The Noise Ordinance also provides that construction activities are exempt during certain daylight hours.

The County has established standards for determining the significance of increases in transportation noise resulting from a development project. County General Plan Policy NO-9 establishes traffic noise level increase standards for transportation projects. These standards would also demonstrate whether the addition of project traffic to existing traffic on area roads would be significant. Project traffic noise would be significant if the addition of project traffic results in an increase in existing traffic noise by 5 dBA if the existing noise environment is less than 60 L_{dn}; 3 dBA if the existing noise environment is between 60 and 65 L_{dn}; or 1.5 dBA if the existing noise environment is more than 65 L_{dn}.

- *Generate excessive ground-borne vibration or ground-borne noise levels.*

Ground-borne vibration would be potentially significant if the project would result in ground-borne vibration which exceeds the “strongly perceptible” vibration annoyance potential criteria for human receptors of 0.1 inch per second peak particle velocity (PPV) for nearby residences, or exceed the threshold for architectural damage potential criteria for buildings in good repair with gypsum board walls of 0.4 inch per second PPV, for continuous/frequent intermittent construction sources (such as impact pile drivers, vibratory pile drivers, and vibratory compaction equipment).

PROJECT IMPACTS

CONSTRUCTION NOISE

As described above, construction of the project would require demolition, site preparation, grading, site improvements construction, paving, and architectural coatings. The magnitude of the noise impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction would generate elevated noise levels that may disrupt NSLUs in the area. The closest occupied NSLU to the project site is a single-family home approximately 135 feet east of the project site.

CONSTRUCTION EQUIPMENT NOISE

Construction equipment would not all operate at the same time or location and would not be in constant use during the 8-hour operating day. Further, not all the pieces of equipment would be used within 135 feet of the closest off-site residences. It is anticipated that, over the course of an hour, construction demolition and earth moving equipment would be in continuous motion and would operate an average distance of 100 or more feet from the project property lines, an average of 235 or more feet from the closest NSLU. Equipment for construction of site improvements along the project property lines (e.g., fencing, lighting, and landscaping) could be operated continuously for an hour or more near the project property lines, approximately 140 feet from the nearest NLSU. Table IS-12 provides the noise levels for equipment anticipated to be used for general construction activities.

Table IS-12: Construction Equipment Noise Level

Equipment	Average Distance to NSLU for 1 Hour	Percent Operating Time	dBA L_{Max}	dBA L_{eq}
Backhoe	235	40	64.1	60.1
Concrete/Industrial Saws	235	20	76.1	69.1
Dozer	235	40	68.2	64.2
Excavator	235	40	67.3	63.3
Grader	235	40	71.6	67.6

Paver	235	50	63.8	60.8
Roller	235	20	66.6	59.6
Backhoe	140	40	68.6	64.6
Crane	140	16	71.6	63.6
Air Compressor	140	40	64.2	60.2
Generator	140	50	67.2	64.2
Welder	140	40	60.2	56.6

NSLU=noise sensitive land use; dBA=A-weighted decibel; L_{Max}=maximum noise level; L_{eq}=time-averaged noise level

As shown in Table IS-12, the loudest single piece of construction equipment anticipated to be used on the project site would be a concrete/industrial saw which produces 76 dBA L_{Max} and 69 dBA L_{eq} at a distance of 235 feet. The loudest construction activity would be demolition when a concrete/industrial saw, dozer, and excavator could be used concurrently producing a combined noise level of 71.1 dBA L_{eq}. These noise levels would exceed the County General Plan Policy NO-6 daytime limit of 55 dBA L₅₀ and 75 dBA L_{Max}, measured at the nearest existing residential property line. The RCNM output report is included in Appendix B, Modeling Output, to this report. While, noise from project construction equipment could result in a substantial temporary increase in ambient noise levels in the project vicinity, given the exemption for construction noise during daytime hours impacts would be **less than significant**.

CONSTRUCTION TRAFFIC NOISE

Per the analysis presented in the project Air Quality and Greenhouse Gas Emissions Technical Report, construction of the project could add up to 15 worker trips per day (up to 8 car trips per hour) and 34 haul truck trips per day (up to 5 trucks per hour) to traffic on Stockton Boulevard and Elsie Avenue (HELIX 2023). As discussed in Section 2.6.2, Stockton Boulevard carries approximately 2,319 total vehicles and 186 trucks during the peak hour, Elsie Avenue carries approximately 1,934 total vehicles and 155 trucks during the peak hour (County 2023; Caltrans 2023). As described in existing conditions, 3 dBA is the approximate level at which an outdoor increase in ambient noise level becomes noticeable. A 3 dBA increase in traffic noise would require an approximate doubling of traffic volume on roadways (a 100 percent increase). The existing traffic noise at a distance of 100 feet from the Elsie Avenue centerline was calculated using TNM and would be approximately 68 dBA. Project construction would add less than 1 percent to total existing vehicle traffic and approximately 3 percent to existing truck traffic on Elsie Avenue, resulting in an undetectable increase in ambient traffic noise of approximately 0.1 dBA. This increase in traffic noise would not exceed the County standard of a 1.5 dBA increase where the existing ambient noise level exceeds 65 LDN along Elsie Avenue. Therefore, noise from project construction traffic would not result in a substantial temporary increase in ambient noise levels in the project vicinity and the impact would be **less than significant**.

OPERATIONAL NOISE

Noise sources for long-term operation of the project truck parking facility would include truck circulation and idling, occasional truck back-up alarms, and additional traffic on roadways in the project vicinity. Noise from the existing repair facility is accounted for in the noise environmental setting.

ON-SITE TRUCK NOISE

The noise resulting from trucks circulating around the project truck parking lot, trucks reversing into parking spaces, trucks idling, and occasional truck backup alarms was modeled in CadnaA. Receivers were placed in the model at three locations on the property line for the closest NSLU, a single-family residence approximately 135 feet east of the project site (receivers ER1, ER2, and ER3) (Plate IS-5) and at the lot line for the closest three future residential lots identified in the Raj Subdivision tentative map: lot 21, approximately 35 feet north of the project site (receiver FR1); lot 25 approximately 35 feet north of the project site (receiver FR2); and lot 35 adjacent to the project site just north of the existing tire shop (FR3).

The results of the truck parking lot noise modeling, without consideration of any noise attenuating barriers except for the existing truck tire shop on the project site, are shown in Table 13, On-Site Truck Noise.

Table IS-13: On-Site Truck Noise

Receiver	Peak Daytime L_{eq} (dBA)	Peak Daytime L_{Max} (dBA)	Peak Nighttime L_{eq} (dBA)	Peak Nighttime L_{Max} (dBA)
ER1	51.9	64.5	47.5	64.5
ER2	52.2	64.7	47.7	64.6
ER3	52.5	64.6	47.8	64.5
FR1	53.8	63.7	47.4	63.5
FR2	52.0	62.1	45.6	61.9
FR3	48.6	56.8	41.4	56.4
EL1	60.2	71.9	55.6	71.7
EL2	60.3	69.5	54.1	69.2
EL3	59.7	69.4	54.9	69.2

L_{eq}=time-averaged noise level; dBA=A-weighted decibel; L_{Max}=maximum noise level;

As shown in Table IS-13, the calculated peak hour L_{eq} and L_{Max} for the existing residential receivers (ER1, ER2, and ER3) and future residential receivers (FR1, FR2, and FR3) would not exceed the County daytime standard of 55 dBA L_{eq} / 75 dBA L_{Max},

or the County nighttime standard of 50 dBA L_{eq} / 70 dBA L_{Max} . The vacant lot east of the project site is zoned General Commercial and there are no approved or pending applications for residential uses (or any other NSLU) for the lot. However, if a future residential use were approved for the east lot, the noise levels at the property line (receivers EL1, EL2, and EL3) would exceed both the County residential daytime L_{eq} standard of 55 dBA and residential nighttime L_{eq} standard of 50 dBA.

Although noise from project operational on-site noise would not exceed the County standard for residential uses for the existing residence that is further east of the project site, or for the future approved Raj Subdivision north of the project site, modeling was conducted to determine the effect 8-foot-high sound walls along the project's north and east property line would have on sound levels at the modeled receivers EL1, EL2, and EL3. Note – the site plan shows an 8-foot-high concrete masonry unit (CMU) wall along the project north property line, but not along the east property line⁴. The results of the truck parking lot noise modeling, with consideration of these sound walls, are shown in Table IS-14. Note – because noise levels close to the walls would be very low, the receivers on the property line (FR3, EL1, EL2, and EL3) were set back to the point where project truck noise would peak, approximately 12 feet back from the sound walls.

Table IS-14: On-Site Truck Noise with Sound Walls

Receiver	Peak Daytime L_{eq} (dBA)	Peak Daytime L_{Max} (dBA)	Peak Nighttime L_{eq} (dBA)	Peak Nighttime L_{Max} (dBA)
ER1	47.1	54.5	40.5	53.8
ER2	47.9	54.6	40.8	53.8
ER3	48.2	54.7	41.0	53.9
FR1	44.7	53.4	38.0	53.1
FR2	43.2	52.0	36.5	51.7
FR3 ¹	40.0	48.0	33.0	47.6
EL1 ¹	52.9	58.5	45.3	57.4
EL2 ¹	53.0	57.9	45.2	56.5
EL3 ¹	49.0	56.5	42.7	56.0

¹ Receivers set back 12 feet from the sound wall

L_{eq} =time-averaged noise level; dBA=A-weighted decibel; L_{Max} =maximum noise level;

⁴ The Victory NPA requires an 8-foot solid wall between commercial and residential uses; however, the parcel adjacent to the project to the east is owned by the applicant and is undeveloped at this time. Future development may require the addition of a wall dependent on future use.

As shown in Table 14, the calculated peak hour L_{eq} and L_{Max} for all modeled receivers would not exceed the County daytime standard of 55 dBA L_{eq} / 75 dBA L_{Max} , or the County nighttime standard of 50 dBA L_{eq} / 70 dBA L_{Max} . With the 8-foot-high sound walls, noise levels for existing and future receivers (ER1, ER2, ER3, FR1, FR2, and FR3) would be reduced by 4 to 10 dBA and noise levels along the east lot property line would be reduced by 7 to 13 dBA.

The results of the modeling show that sound walls would not be required to reduce project noise levels for the existing residence east of the project site, or for approved future residences north of the project site. However, if a future residential project were to be approved for the vacant lot east of the project site (APN 115-0061-030), a sound wall with a minimum height of 8 feet would reduce noise from project to trucks to below the County standard. While the site could be developed as residential under the GC zone there are a variety of other uses that could also be developed on the site. Therefore, it is speculative at this time to require the construction of a noise wall. Further, as Policy NO-7 the development of the vacant parcel would be the “last use there” thereby being responsible for noise mitigation.

While TRUs use is not proposed If at some future date TRUs were to be operated on the project site, or if trucks were allowed to idle for more than five minutes, project operational truck noise could exceed the County General Plan and noise ordinance standards, the impact would be ***potentially significant and requires mitigation***.

OPERATIONAL TRAFFIC NOISE

The project is anticipated to generate 154 average daily trips (ADT) and 15 peak hour trips. Half of the project trips were assumed to be truck driver commute trips (cars and pickups) and half of the project trips were assumed to be truck trips. Stockton Boulevard carries approximately 2,319 total vehicles and 186 trucks during the peak hour, Elsie Avenue carries approximately 1,934 total vehicles and 155 trucks during the peak hour (County 2023; Caltrans 2023). Traffic counts were not available for Victory Avenue. However, commercial trucks exceeding seven tons are prohibited on Victory Avenue east of the project site and project trucks would only use approximately 400 feet of Victory Avenue between project driveway and Stockton Boulevard.

Three dBA is the approximate level at which an outdoor increase in ambient noise level becomes noticeable. A 3 dBA increase in traffic noise would require an approximate doubling of traffic volume on roadways (a 100 percent increase). The existing traffic noise at a distance of 100 feet from the Elsie Avenue centerline was calculated using TNM and was modeled at approximately 68 dBA. Project operation would add less than 1 percent to total existing vehicle traffic and approximately 5 percent to existing truck traffic on Elsie Avenue, resulting in an undetectable increase in ambient traffic noise of approximately 0.1 dBA. This increase in traffic noise would not exceed the County standard of a 1.5 dBA increase where the existing ambient noise level exceeds 65 LDN. Therefore, noise from project construction traffic would not result in a substantial temporary increase in ambient noise levels in the project vicinity and the impact would be ***less than significant***.

SUMMARY OF NOISE IMPACTS

Project on-site operational truck noise would be potentially significant if TRUs were to be operated on the project site or if truck engines would idle more than five minutes on the project site. Construction traffic noise and off-site operational traffic noise would be less than significant.

The implementation of Mitigation Measure NO-1 Transport Refrigerator Use and Idling Restriction Signage would reduce potential construction and operational noise impacts to **less than significant**.

VIBRATION IMPACTS

CONSTRUCTION VIBRATION

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. A possible source of vibration during general project construction activities would be a vibratory roller used for gravel or pavement compaction. A roller could be used 25 feet from the existing struck tire shop on the project site. A large vibratory roller can create approximately 0.210 inch per second PPV at 25 feet, which would not exceed the 0.4 inch per second PPV threshold for damage to buildings in good repair with gypsum wall boards, for continuous/frequent intermittent construction sources. The closest residential building would be a single-family residence appropriately 135 feet east of the project site. A 0.210 inch per second PPV vibration level would equal 0.036 inch per second PPV at a distance of 135 feet.¹ This would be lower than what is considered a “strongly perceptible” level for humans of 0.1 inches per second PPV. Therefore, although a vibratory roller may be perceptible to nearby human receptors within the tire shop building on the project site, temporary impacts associated with the roller (or other construction equipment) would be **less than significant**.

OPERATIONAL VIBRATION

Land uses that may generate substantial operational vibration include heavy industrial or mining operations that would require the use of vibratory equipment. The proposed truck parking lot land use does not include equipment that would generate substantial vibration. Therefore, operational vibration impacts would be **less than significant**.

SUMMARY OF VIBRATION IMPACTS

Construction or long-term operation of the project would not produce excessive ground-borne vibration or ground borne noise levels, and the impact would be **less than significant**.

HYDROLOGY AND WATER QUALITY

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

- 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.
- Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area.
- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

A Level 2 Drainage and Stormwater report was prepared by CWE in September 2023 (Appendix C) and was used in preparation of this section to describe the potential impacts to drainage and stormwater quality associated with the project.

DRAINAGE

EXISTING CONDITIONS

The two parcels that make up the project site are approximately 3.86 acres in total. The entirety of the northern parcel is paved with asphalt concrete. There is one existing building with associated parking and a landscape strip with rolled curb and gutter along the frontage. The southern parcel has undeveloped natural ground with a chain link fence surrounding the site. There is a drainage ditch that runs along part of Stockton Boulevard and the Victory Avenue frontage. A portion of Stockton Boulevard has existing curb, gutter, and sidewalk and drains south to the Victory Avenue intersection. The site consists of soil that belongs to hydrological soil group C. The web soil survey for the project site can be found in the CWE report.

CWE performed a topographic survey on December 20, 2022. Using this data, CWE determined that there are two drainage sheds for the existing site, A-X1 and A-X2. Given that all the existing asphalt on the northern parcel will remain undisturbed, CWE analyzed the drainage limits of the southern parcel where impervious surface will be constructed. However, the drainage sheds include portions of the northern parcel because these portions produce runoff that flows into the southern parcel. A-X1 is approximately 0.452 acres and 61.3% impervious. Runoff in this shed generally sheet flows east to west and is tributary to the existing storm drain inlet just south of the existing driveway at the northwestern corner of the southern parcel. A-X2 is approximately 1.819 acres and 50.9% impervious. Runoff in this shed generally sheet flows north to south and into the drainage ditch at the south end of the parcel and is tributary to the 12" Corrugated Metal Pipe (CMP) culvert that takes drainage under Victory Avenue and into the public storm drain system. Existing drainage conditions can be found on the Plate IS-6.

PROPOSED DRAINAGE CONDITIONS

The post-construction conditions make up two drainage management areas, DMA-1 and DMA-2. DMA-1 is approximately 1.947 acres and 94.5% impervious. DMA-1 generally sheet flows north to south and into a drain inlet in the middle of southern edge of curb and gutter. From there, flow through a stormwater treatment device, into a proposed underground detention system, and then into the existing landscape drain inlet. DMA-2 is approximately 0.325 acres and 76.8% impervious. DMA-2 generally sheet flows north to south from the sidewalk and landscape, into the offsite curb and gutter, and into a proposed drain inlet about 150 feet west of the eastern property line. Proposed drainage conditions can be found on the Plate IS-.7

CWE performed a Nolte analysis to find flows in the existing 24-inch pipe downstream of the existing landscape drain inlet and the proposed 12-inch pipe that connects the proposed Victory Avenue drain inlet to the existing public system. CWE then input this data into Hydraflow Express in Civil3D to analyze the Hydraulic Grade Line (HGL) of the pipes. The HGL of water running through the pipes must maintain at least 0.5 foot of freeboard from drain inlet grates and one foot of freeboard from manhole rims. The SacCalc and Hydraflow models can be found in Appendix C of the CWE report and show that the pipes have more than enough capacity to take on the runoff from this project site while maintaining County standards.

CWE also used the SacCalc method to analyze the difference in 100-year peak flows between the existing site conditions and proposed site conditions. CWE determined the total detention volume needed to mitigate the increase in peak flow going from existing to proposed conditions. The total onsite detention volume required to mitigate the increase in peak flow for a 24-hour, 100-year storm is 2,358 cubic feet. A table showing the flows and volumes for the first 60 minutes of the 24-hour, 100-year storm event used to find the required detention volume can be found in the CWE report.

Plate IS-6: Pre-Construction Shed Map

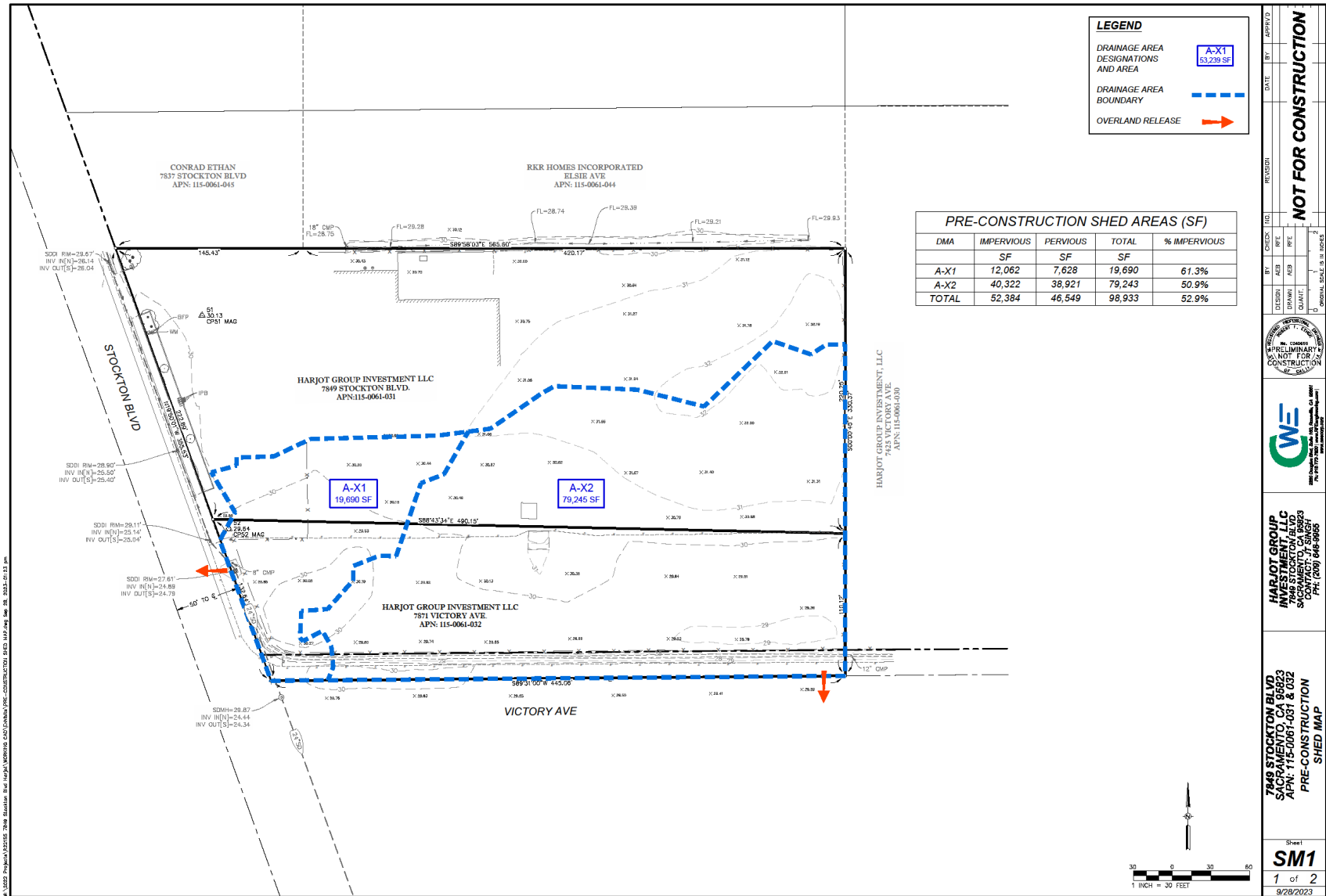
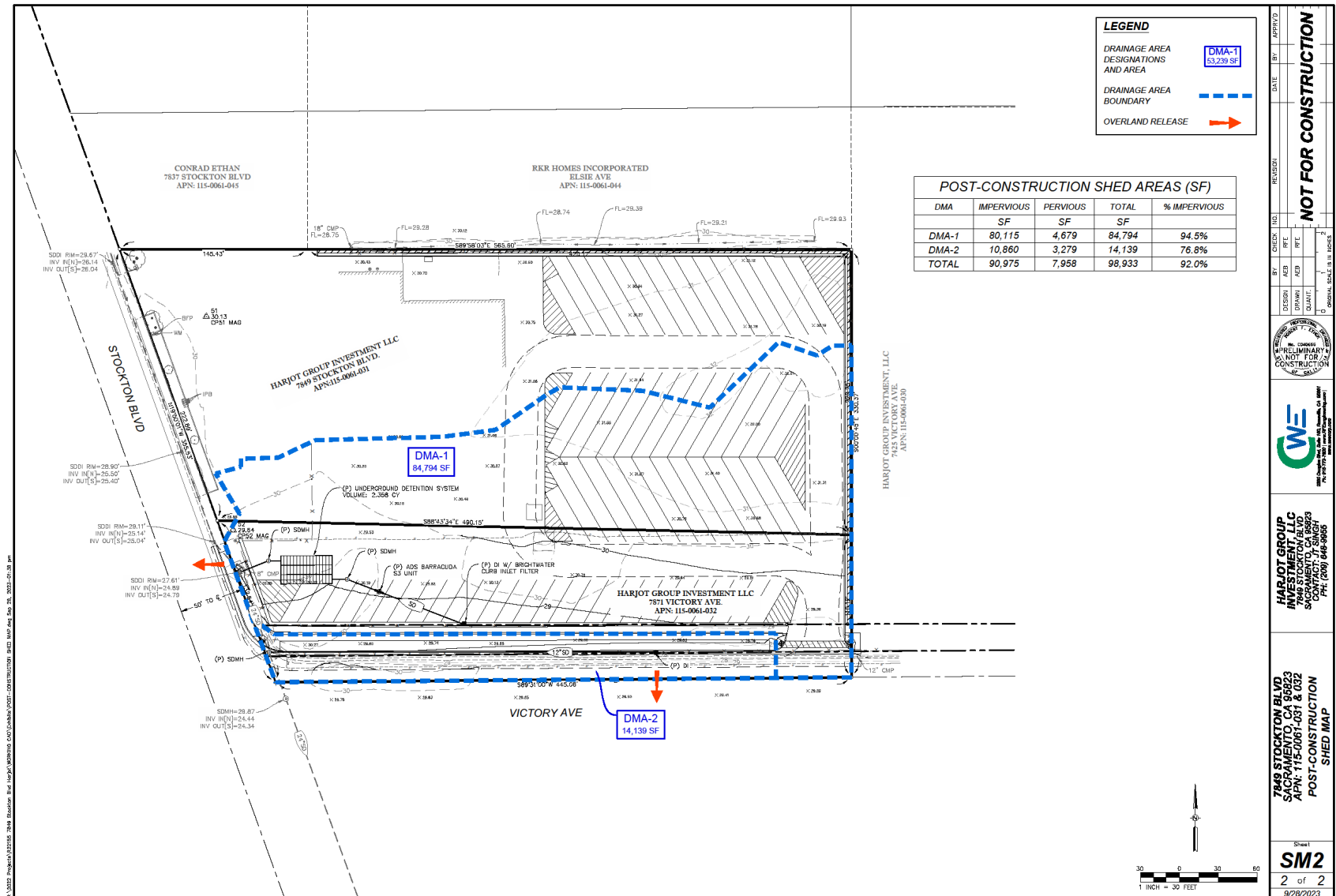


Plate IS-7: Post-Construction Shed Map



FLOODPLAIN

The project is located with flood zones AE and X based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map panel number 06067C0306H. A Floodplain Exhibit (Plate IS-8) was created to demonstrate that the project will not impact the floodplain storage and surrounding properties. To analyze the floodplain storage, CWE established a common elevation (called an arbitrary surface in the technical report) based off of the base flood elevations (BFE) on the FEMA Flood Plain Map. Then CWE compared both the existing and proposed surfaces to the arbitrary BFE surface to see how much volume of fill there would be, which represents how much storage volume there would be in a 100-year event. The analysis shows that there will be more storage in the proposed conditions compared to the existing conditions, so floodplain storage will not be an issue with this project. The proposed onsite drain inlet, which is also the low point on site, also has a grate elevation that is exactly 1 foot below the BFE at that same location, so ponding will reach a maximum of 1 foot in a 100-year event.

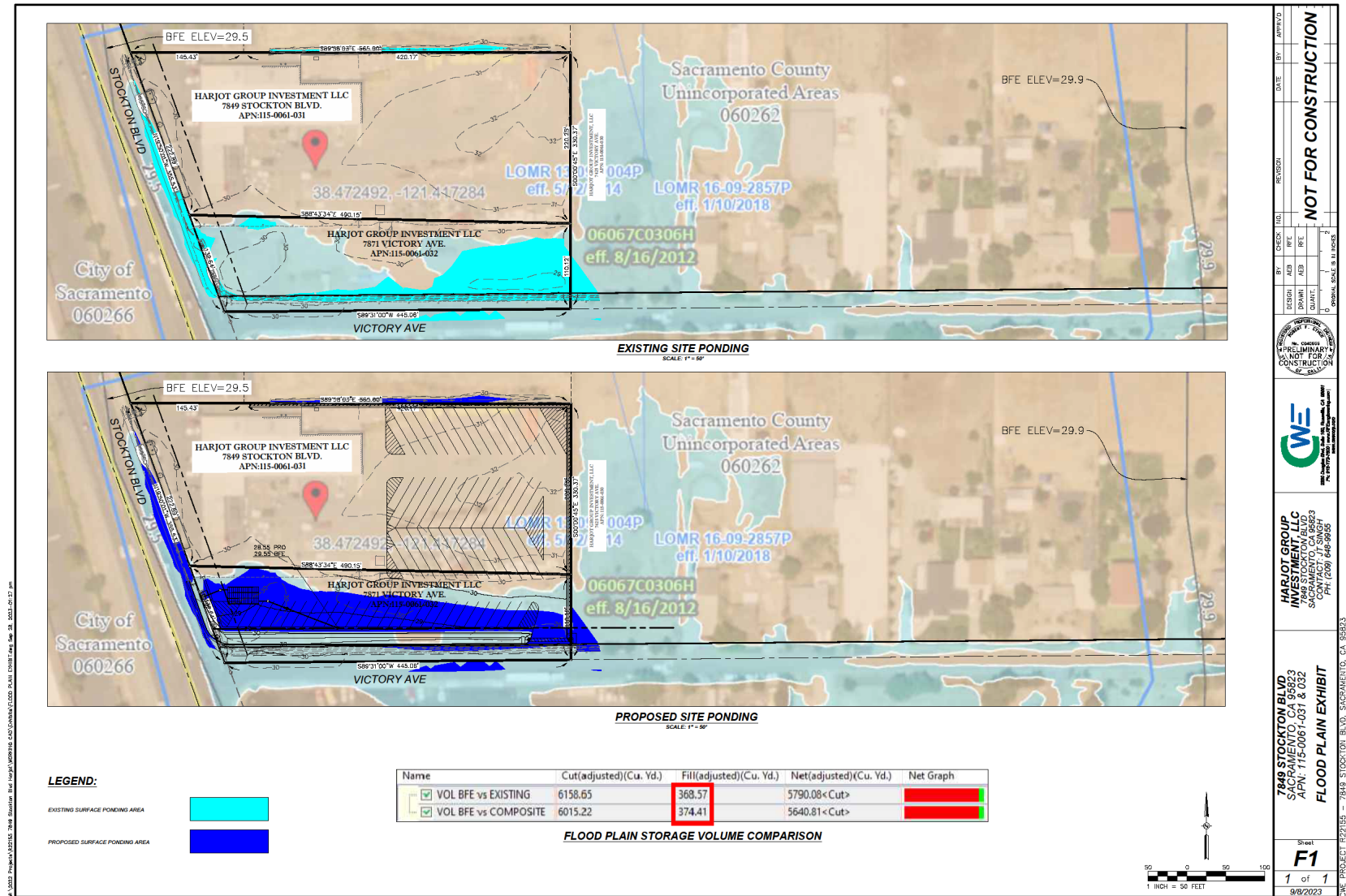
PROJECT IMPACTS TO DRAINAGE

With the completion of its analysis CWE found the following:

- There will be an estimated increase in runoff flows from the pre-construction to post-construction conditions within the project site due to increased impervious area caused by project improvements. Further, impaction of existing downstream drainage facilities due to potential 100-year event will be mitigated by using an underground detention system (Plate IS-7) to attenuate and reduce the peak runoff flows to below pre-construction levels that will be designed during the design phase of the project.
- The Drainage Management Areas will implement treatment control, trash capture control, and source control to meet the requirements of Sacramento County.
- The project will maintain the same amount of storage volume for a 100-year event within the flood plain zone AE in the post-construction conditions as it had in the pre-construction conditions. There will also be a maximum of 1 foot of ponding onsite in the case of a 100-year event.

The preliminary evaluation of the proposed underground drainage system shows consistency with the requirements outlined in the Sacramento County Hydrology Standards as well as the Sacramento Region Stormwater Quality Design Manual. Therefore, impacts to drainage from the construction of the project would be ***less than significant*** with compliance with Sacramento County Floodplain Management Ordinance and Improvement Standards as directed in the Stormwater Quality Design Manual.

Plate IS-8: Flood Plain Exhibit



WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by 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***.

GREENHOUSE GAS EMISSIONS

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

- Generate Greenhouse Gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment.

- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

A report was prepared by Helix Environmental Planning (Helix) (Appendix A) that assessed the potential construction and operational greenhouse gas emissions associated with the project which was used in preparation of this section.

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 2050.⁵

AB 342 and SB 100 were adopted to address solid waste recycling and renewable electricity goals in relation to GHG emission reduction.

AB 1279 declares the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. As part of implementation of AB 1279 SB 905 required CARB to establish a Carbon Capture, Removal, Utilization, and Storage Program to evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage technologies and CO2 removal technologies and facilitate the capture and sequestration of CO2 from those technologies, where appropriate.

CALIFORNIA AIR RESOURCES BOARD: SCOPING PLAN

The Scoping Plan is a strategy CARB develops and updates at least once every five years, as required by AB 32. It lays out the transformations needed across California's society and economy to reduce emissions and reach climate targets. The current 2022 Scoping Plan is the third update to the original plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 mandate of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual. The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG emission targets. The 2013 Scoping Plan assessed progress toward achieving the 2020 mandate and made the case for addressing short-lived climate pollutants (SLCPs). The 2017

⁵ 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.

Scoping Plan also assessed the progress toward achieving the 2020 limit and provided a technologically feasible and cost-effective path to achieving the SB 32 mandate of reducing GHGs by at least 40 percent below 1990 levels by 2030. On December 15, 2022, CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels; further reductions in SLCPs; support for sustainable development; increased action on natural and working lands to reduce emissions and sequester carbon; and the capture and storage of carbon.

CALIFORNIA GREEN BUILDING STANDARDS

In addition, the development construction of specific projects are subject to the California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) is a code with mandatory requirements for all nonresidential buildings (including industrial buildings) and residential buildings for which no other state agency has the authority to adopt green building standards. The 2022 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings became effective on January 1, 2023 (California Building Standards Commission [CBSC] 2022).

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency. CALGreen contains two levels of voluntary measures (Tier 1 and Tier 2) which go beyond minimum State code requirements. Categories of Tier 1 and Tier 2 measures include: EV designated parking; EV charging infrastructure; cool roofs; efficient outdoor lighting; dock door seals; potable water use reductions; recycled building material content; and resilient flooring.

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

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

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

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

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

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

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

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

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

The commitment to a Communitywide CAP is identified in General Plan Policy LU-115 and associated Implementation Measures F through J on page 117 of the General Plan Land Use Element. This commitment was made in part due to the County's General Plan Update process and potential expansion of the Urban Policy Area to accommodate new growth areas. General Plan Policies LU-119 and LU-120 were developed with SACOG to be consistent with smart growth policies in the SACOG Blueprint, which are intended to reduce VMT and GHG emissions. This second phase CAP is intended to flesh out the strategies involved in the strategy and framework CAP, and will include economic analysis, intensive vetting with all internal departments, community outreach/information sharing, timelines, and detailed performance measures. County Staff prepared a final draft of the CAP, which was heard at the Planning Commission on October 25, 2021. The CAP was brought to the Board of Supervisors (BOS) as a workshop item on March 23, 2022. The CAP was revised based upon input received from the BOS and a final CAP was brought back before the BOS for approval, on September 27, 2022. Based on comments received, Sacramento County revised the CAP and prepared a Subsequent Environmental Impact Report (SEIR) analyzing the potential impacts of the revised CAP. The draft SEIR was distributed for public review on July 15, 2024. It is anticipated that the CAP will be presented to the Board of Supervisor for approval in Fall/Winter of 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 CO₂e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO₂e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

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

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-1. 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-19.

Table IS-15: SMAQMD Thresholds of Significance for Greenhouse Gases

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

EXISTING CONDITIONS

CALIFORNIA GHG INVENTORY

CARB performed statewide inventories for the years 1990 to 2020, as shown in Table IS-20. The inventory is divided into five broad sectors of economic activity: agriculture, commercial and residential, electricity generation, industrial, and transportation. Emissions are quantified in MMT CO₂e.

Table IS-16: California Greenhouse Gas Emissions by Sector

	Emissions (MMT CO ₂ e)			
Sector	2000	2010	2019	2020
Agriculture and Forestry	30.8 (7%)	33.6 (8%)	40.5 (8%)	31.6 (8%)
Commercial and Residential	44.2 (10%)	46.0 (10%)	40.5 (10%)	38.7 (11%)
Electricity Generation	104.7 (23%)	90.3 (20%)	60.2 (15%)	59.5 (16%)
Industrial	93.0 (20%)	87.8 (20%)	80.4 (20%)	73.3 (20%)
Transportation	175.7 (38%)	162.9 (37%)	162.4 (40%)	135.8 (37%)
Unspecified Remaining	13.4 (3%)	23.6 (5%)	29.5 (7%)	30.2 (8%)
Total	461.8	442.2	404.4	369.1

As shown in Table IS-21, statewide GHG source emissions totaled 461.8 MMT CO₂e in 2000, 442.2 MMT CO₂e in 2010, 404.4 MMT CO₂e in 2019, and 369.1 MMT CO₂e in 2020. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

SACRAMENTO COUNTY GHG EMISSIONS INVENTORY

A GHG emissions inventory for unincorporated communities of Sacramento County was prepared as part of the General Plan Update/draft CAP. The 2015 baseline emissions inventory is shown below in Table IS-21. The sectors included in this inventory are somewhat different from those in the statewide inventory. Similar to the statewide emissions, transportation (on-road vehicles) related GHG emissions contributed the most in Sacramento County with 34 percent of the total.

Table IS-17: Sacramento County Greenhouse Gas Emissions by Sector

Sector	2015 (MT CO ₂ e)
Residential Energy	1,193,311 (24.6%)
Commercial Energy	890,603 (18.3%)
On-Road Vehicles	1,671,596 (34%)

Off-Road Vehicles	196,769 (4.1)
Solid Waste	352,909 (7.3%)
Agriculture	254,899 (5.3%)
High-GWP Gasses	251,085 (5.2%)
Wastewater	27,253 (0.6%)
Water Related	2,219 (<0.1%)
Total	4,853,647

MT = metric tons; CO_{2e} = carbon dioxide equivalent

The methodology used in determining GHG emissions were calculated using the CalEEMod computer model. The construction activities that would occur are described in the Air Quality section of the Initial Study. In addition, the Air Quality section describes the construction schedule; the use of off-road equipment; construction on-road trips, and construction architectural coatings which were used in CalEEMod for both the Air Quality and GHG emissions modeling. Inputs to the model for GHG.

Operational emissions for the proposed project and the existing truck service facility were estimated using CalEEMod. Operational sources of emissions include area, energy, transportation, water use, and solid waste.

AREA SOURCES

Area sources include emissions from landscaping equipment, the use of consumer products, and the reapplication of architectural coatings for maintenance. Emissions associated with area sources were estimated using the CalEEMod default values.

ENERGY SOURCES

Development within the project site would use electricity for lighting, heating, and cooling. Electricity generation typically entails the combustion of fossil fuels, including natural gas and coal, which is then transmitted to end users. A building's electricity use is thus associated with the off-site or indirect emission of GHGs at the source of electricity generation (power plant). Energy use for the proposed truck parking lot would be limited to electricity for lighting, which was estimated using CalEEMod defaults.

VEHICULAR (MOBILE) SOURCES

Operational emissions from mobile source emissions are associated with project-related vehicle miles traveled (VMT; calculated in the model from trip generation and trip lengths). A trip generation analysis for the project was provided by the County Department of Transportation in a letter regarding project VMT analysis and local transportation analysis. The proposed truck parking lot would generate 154 average daily trips (ADT; County 2023b). Trips for the proposed truck parking lot were modeled assuming all trips are primary (no pass-by or diverted trip reductions) and using

CalEEMod default trip distances. The 154 ADT trips for the proposed truck parking lot were assumed to be 50 percent truck trips and 50 percent truck driver commute trips. Although the trucks using the project truck parking lot could include a mix of medium and heavy-duty trucks, to be conservative, all trucks were assumed to be heavy-heavy duty (more than 33,000 gross vehicle rating). Truck driver commute trips were assumed to be a mix of car and light duty trucks (e.g., pickups) using the CalEEMod default fleet mix ratio. The resulting fleet mix for the truck parking lot was assumed to be 50 percent heavy-heavy duty trucks, 32.3 percent light duty automobiles, 3 percent light duty trucks 1, and 15.7 percent light duty trucks 2.

SOLID WASTE SOURCES

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. CalEEMod determines the GHG emissions associated with disposal of solid waste into landfills. Portions of these emissions are biogenic. CalEEMod methods for quantifying GHG emissions from solid waste are based on the IPCC method using the degradable organic content of waste. Solid waste was modeled using CalEEMod defaults.

WATER SOURCES

Water-related GHG emissions are from the conveyance and treatment of water. Water use and wastewater generation was modeled using CalEEMod defaults.

PROJECT IMPACTS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

Project construction GHG emissions were estimated using the CalEEMod model version 2022.1.1.18. The complete CalEEMod output files are included in Appendix A of the Helix report. The modeling shows that short-term construction of the project would result in a total of 53 MT of CO_{2e}. Project construction emissions would not exceed the SMAQMD project level construction GHG threshold of 1,100 MT CO_{2e} per year. Therefore, construction related GHG impacts are considered ***less than significant***.

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

Project operational GHG emissions were estimated using CalEEMod. The calculated annual operational emissions for the project for the first full year of operation are shown in Table IS-22 and compared to the SMAQMD threshold. The complete CalEEMod output files are included in Appendix A of the Helix report.

Table IS-18: Estimated Operational GHG Emissions

Emissions Source	2025 Emissions (MT CO_{2e})
Vehicular (Mobile)	570
Area	<0.1
Energy	13.2

Water/Wastewater	<0.1
Solid Waste	<0.1
Total Annual Project Emissions¹	583
SMAQMD Threshold	1,100
Exceed Screening Level	No

¹ Totals may not sum due to rounding.

GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent

As indicated in the *GHG Thresholds for Sacramento County*, industrial uses are not included in CARB's Scoping Plan assumptions and therefore the proposed BMPs are not applicable to this project. As shown in Table IS-22, project operational emissions would not exceed the SMAQMD operational GHG emissions screening level. The impacts from GHG emissions are ***less than significant***. As the impacts are less than significant no mitigation is required.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures (AQ-1, N-1, CR-1, CR-2, and TCR-1) 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 AQ-1: BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

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

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

- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 mph.
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time by either shutting equipment off when not in use or reducing time of idling to 5 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

MITIGATION MEASURE N-1: TRANSPORT REFRIGERATOR USE AND IDLING RESTRICTION SIGNAGE

The project applicant shall ensure truck drivers are informed that the operation of TRUs is prohibited on the project and that idling of truck engines shall not exceed 5 minutes.

Prior to issuing construction permits, the County shall verify that project plans include the requirement for clearly visible and readable (by truck drivers from inside a truck cab) signs posted at all project entrances informing truck drivers that the operation of transport refrigeration units (TRUs) is prohibited on the project site, and that idling of truck engines is prohibited beyond a duration of 5 minutes on the project site. Prior to or during final project inspection, the County shall verify that the required signs are in place and would be easily readable by a truck driver entering the project site.

MITIGATION MEASURE CR-1: UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES

In accordance with PRC Section 21082 and Section 15064.5 of the CEQA Guidelines and [36 CFR 800] of Section 106 of the National Historic Preservation Act (NHPA), if buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The archaeologist shall make recommendations to the lead agency concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and

evaluation of the finds, consistent with Section 15064.5 of the CEQA Guidelines and 36 CFR 800. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. In accordance with PRC Section 21082 and Section 15064.5 of the CEQA Guidelines, no further grading or construction activity shall occur within 50 feet of the discovery until the lead agency approves the measures to protect these resources.

In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property shall be taken and the State Historic Preservation Office (SHPO) and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation (Council) will be notified within 48 hours in compliance with 36 CFR 800.13 (b)(3).

MITIGATION MEASURE CR-2: UNANTICIPATED DISCOVERY OF HUMAN REMAINS

In the event of an accidental discovery or recognition of any human remains, PRC Section 5097.98 shall be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the specific location or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or
2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
 - The descendent identified fails to make a recommendation; or
 - The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

MITIGATION MEASURE TCR-1: INADVERTENT DISCOVERIES OF TRIBAL CULTURAL RESOURCES

If potential TCRs, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from a traditionally and culturally affiliated Native American Tribe is present. Sacramento County Planning and Environmental Review shall be immediately notified at (916) 874-6141. A qualified cultural resources specialist and Native American Representatives and Monitors from traditionally and culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, and returning objects to a location within the project area where they will not be subject to future impacts.

Whenever there is question as to whether or not the discovery represents a tribal resource, culturally affiliated tribes shall be consulted in making the determination. Whenever a tribal monitor is present, the monitor has the authority to stop work.

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 Office of Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is \$3,900.00. This fee includes administrative costs of \$1,103.00.
2. Until the MMRP has been recorded and the administrative portion of the MMRP fee has been paid, no final parcel map or final subdivision map for the subject property shall be approved. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

INITIAL STUDY CHECKLIST

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

- 1 Potentially Significant indicates there is substantial evidence that an effect MAY be significant. If there are one or more "Potentially Significant" entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is actually less than significant or less than significant with mitigation.
- 2 Less than Significant with Mitigation applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.
- 3 Less than Significant or No Impact indicates that either a project will have an impact but the impact is considered minor or that a project does not impact the particular resource.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
1. LAND USE - Would the project:					
a. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		The project is consistent with environmental policies of the Sacramento County General Plan, South Sacramento Community Plan, and Sacramento County Zoning Code. With the implication of the Special Develop Permit (allowing for a less than 75-foot set back between commercial and residential uses the project will be consistent the Victory Ave NPA. Refer to the Land Use discussion in the Environmental Effects section above.
b. Physically disrupt or divide an established community?				X	The project will not create physical barriers that substantially limit movement within or through the community.
2. POPULATION/HOUSING - Would the project:					
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of infrastructure)?				X	The project will neither directly nor indirectly induce substantial unplanned population growth; the proposal is consistent with existing land use.
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	The project will not result in the removal of existing housing, and thus will not displace substantial amounts of existing housing.
3. AGRICULTURAL RESOURCES - Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance or areas containing prime soils to uses not conducive to agricultural production?				X	The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the current Sacramento County Important Farmland Map published by the California Department of Conservation. The site does not contain prime soils.
b. Conflict with any existing Williamson Act contract?				X	No Williamson Act contracts apply to the project site.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Introduce incompatible uses in the vicinity of existing agricultural uses?				X	The project does not occur in an area of agricultural production.
4. AESTHETICS - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?			X		The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity
d. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X		The project will provide security lighting. With compliance with County Design Guidelines and the policies of the Victory Ave NPA these lights will not "spill over" onto adjacent properties. The project will not include reflective material so as to create offsite glare. Therefore, the project will not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.
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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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.
6. PUBLIC SERVICES - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider has adequate capacity to serve the water needs of the proposed project.
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.
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.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services, but would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
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		As part of the VMT screening process the Sacramento County Department of Transportation (DOT) prepared an estimate of how many trips would be generated by the project. DOT determined that a total of 154 ADT would be generated by the project once it is constructed. The trip generation analysis shows that the project would generate less than 237 average daily trips and is considered a Small Project under the Screening Criteria for CEQA Transportation Analysis for Development Projects, so the project is below the thresholds established by Sacramento County Department of Transportation; therefore, project impacts individually or cumulatively are less than significant.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Result in a substantial adverse impact to access and/or circulation?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.
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. Refer to the Air Quality discussion in the Environmental Effects section above.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		See Response 8.a.
c. Create objectionable odors affecting a substantial number of people?			X		The project will not generate objectionable odors.

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project is within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map (Flood Zone AE). The Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards require that built structures are located outside or above the floodplain, and will ensure that impacts are less than significant. Refer to the Hydrology discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?			X		Although a portions of the project is within a 100-year floodplain, The project is not proposing to place permanent structures within the 100-year floodplain. Compliance with the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant. Refer to the Hydrology discussion in the Environmental Impacts section above.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards.
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
11. GEOLOGY AND SOILS - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, soil expansion, liquefaction or collapse?				X	The project is not located on an unstable geologic or soil unit.
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.
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.
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.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
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.
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.
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?				X	No protected surface waters are located on or adjacent to the project site.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?				X	The project site is already developed. Project implementation would not affect native resident or migratory species.
e. Adversely affect or result in the removal of native or landmark trees?				X	No native and/or landmark trees occur on the project site, nor is it anticipated that any native and/or landmark trees would be affected by off-site improvement required as a result of the project.
f. Conflict with any local policies or ordinances protecting biological resources?				X	The project is consistent with local policies/ordinances protecting biological resources.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	The project is within the Urban Development Area of the South Sacramento Habitat Conservation Plan (SSHCP). However, the site is identified as high density development landcover type with the northern parcel covered in asphalt and the southern parcel consisting of open bare ground with no vegetation. Given the lack of biological resources the project would not conflict with the adopted policies of the SSHCP.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
13. CULTURAL RESOURCES - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No historical resources would be affected by the proposed project.
b. Have a substantial adverse effect on an archaeological resource?			X		The Northern California Information Center was contacted regarding the proposed project. A record search indicated that the project site is not considered sensitive for archaeological resources.
c. Disturb any human remains, including those interred outside of formal cemeteries?			X		No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.
14. TRIBAL CULTURAL RESOURCES - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?		X			On April 16, 2024, notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes and requests for consultation were not formally received. However, one tribe, Wilton Rancheria, did request that inadvertent discovery of tribal cultural resources be included as mitigation. The County agrees with the suggested mitigation and impacts are less than significant.
15. HAZARDS AND HAZARDOUS MATERIALS - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material.
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project does not involve the transport, use, and/or disposal of hazardous material.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?			X		The project does not involve the use or handling of hazardous material.
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 site was the location of a leaking underground storage tank (LUST) case T0606700618. However, clean up was completed in compliance with local, state, and federal standards and case was closed 7/18/1996. Proposed project is for truck storage, which does not entail the removal of soils beyond surface grading. Therefore, the project would not result in substantial hazard to the public or environment.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan.
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?			X		The project is 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.
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 is the development of a truck storage facility which will not include any new structures; therefore, there would be no increase in energy consumption and impacts would be less than significant.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		The 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 ₂ e for the commercial/industrial energy and transportation sector of the proposed project will not be exceeded. Refer to the Greenhouse Gas discussion in the Environmental Effects section above
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose of reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	Commercial/Office	X		Consistent with adoption of Special Development Permit
Community Plan	General Commercial	X		Consistent with adoption of Special Development Permit
Land Use Zone	General Commercial (NPA)	X		Consistent with adoption of Special Development Permit

INITIAL STUDY PREPARERS

Environmental Coordinator: Julie Newton
Senior Planner: Alison Little
Project Leader: Kurt Steinert
Office Manager: Kim Reading
Administrative Support: Justin Maulit

APPENDICES

Appendix A: Helix Environmental Planning, September 2023, 7849 Stockton Boulevard
Project Air Quality and Greenhouse Gas Emissions Technical Report

Appendix B: Helix Environmental Planning, September 2023, 7849 Stockton Boulevard
Noise and Vibration Technical Report

Appendix C: CWE, September 2023, Level 2 Drainage & Storm Water Quality Report

Due to length, Appendixes A, B, and 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/ViewProjectDetails.aspx?ControlNum=PLNP2023-00084>