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## 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:** PLNP2024-00003

**2. Title and Short Description of Project:** Calvine Chevron

The project includes the construction and operation of a new Chevron fueling station with six (6) dispensers, a 5,347 square foot convenience store, 1,713 square foot unmanned and touchless car wash, and a detached 5,382 square foot retail space on a vacant 2.45-acre parcel.

**3. Assessor's Parcel Number(s):** 115-0120-019-0000

**4. Location of Project:** The project site is located at 8881 Calvine Road, approximately 300 feet west of Elk Grove Florin Road, in the Vineyard community of unincorporated Sacramento County.

**5. Project Applicant:** Baljit Singh  
8487 Elk Grove Florin Rd  
Elk Grove CA 95624  
(408) 528-5409

**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**

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**Julie Newton**  
Environmental Coordinator  
County of Sacramento, State of California

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**APPENDICES**

Appendix A: ECORP Consulting, Inc. April 2024. Air Quality & Greenhouse Gas Emissions Assessment for the Calvine Chevron Project

Appendix B: Stringer Biological Consulting, Inc. November 3, 2023. Biological Resources Survey Report for the 8881 Calvine Chevron Project, Sacramento County, CA

Appendix C: Stringer Biological Consulting, Inc. November 8, 2023. Arborist Report: 8881 Calvine Chevron Project Sacramento County, California

Appendix D: South Sacramento Habitat Conservation Plan Avoidance and Minimization Measures.

Appendix E: ECORP Consulting, Inc. April 2024. Noise Impact Assessment for the Calvine Chevron Project

Appendix F: Fehr & Peers. April 22, 2024. Local Transportation Analysis for the Chevron & Retail Project at 8881 Calvine Road

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

The direct link is:

<https://planningdocuments.saccounty.gov/ViewProjectDetails.aspx?ControlNum=PLNP2024-00003>

**COUNTY OF SACRAMENTO**  
**PLANNING AND ENVIRONMENTAL REVIEW**  
**INITIAL STUDY**

**PROJECT INFORMATION**

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PROJECT TITLE: Calvine Chevron

CONTROL NUMBER: PLNP2024-00003

LEAD AGENCY: County of Sacramento  
827 7<sup>th</sup> Street, Room 225  
Sacramento, CA 95814

PROJECT SPONSOR: Baljit Singh  
8487 Elk Grove Florin Road  
Elk Grove, CA 95624

LOCATION: The address for the proposed project is 8881 Calvine Road, Sacramento, CA 95828 in the Vineyard community of the unincorporated portion of Sacramento County, south of the City of Sacramento and north of the City of Elk Grove.

ASSESSOR'S PARCEL NUMBER: 115-0120-019-0000

GENERAL PLAN DESIGNATION: COMM/OFF – Commercial and Office

ZONING: LC – Light Commercial

**PROJECT DESCRIPTION**

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The Project Sponsor is proposing to construct and operate a new Chevron fuel station with six (6) dispensers, a 5,347 square foot convenience store, 1,713 square foot unmanned and touchless car wash, and a detached 5,382 square foot retail space on a 2.45-acre parcel (project) in the southern portion of Sacramento County, at the border with the City of Elk Grove and approximately two (2) miles east of the City of Sacramento (**Plate IS-1** and **Plate IS-2**).

The following planning entitlements have been requested for the project:

1. A **Zoning Ordinance Amendment** to modify the rezone conditions for the adopted Rezone Ordinance related to the development plans.
2. A **Conditional Use Permit** to allow for a new fueling station, convenience store, restaurant/retail building, and carwash on a 2.45-acre lot, zoned Light Commercial (LC).
3. A **Design Review** to determine substantial compliance with the *Sacramento County Countywide Design Guidelines* (Design Guidelines).

### Plate IS-1: Project Location



GIS-1947 12/3/2024 10:20:24 PLNP/PLNP/2024-00003 URB DRG Calvine Chevron/6 Graphics/06/PLNP/24-00003 MAPS 0124.aprx



Implementation of the project would involve the removal of vegetation and paved areas; grading to finished design elevations; excavation to allow construction of building foundations, utilities, roadways, parking areas, sidewalks, and landscaping (Plate IS-1 through Plate IS-8).

## **CONSTRUCTION**

Construction of the project is anticipated to begin in June 2026 and take approximately seven (7) months. Construction activities would be restricted to 7:00am and 7:00pm on weekdays and is not expected to be completed on weekends. Additionally, no nighttime work is anticipated and would only be performed upon approval from the County.

Construction of the project would involve demolition, clearing, excavation, grading, paving, and landscaping. The overall construction area for the project would be approximately 2.45 acres in size.

## **PARKING AND CIRCULATION**

Access to the site would be provided via two (2) points of access with one (1) ingress/egress driveway situated on Calvine Road and one (1) ingress/egress driveway situated south of the proposed convenience store that would connect to the westerly adjacent parcel. A third potential access point could connect to the easterly adjacent parcel which includes a Dollar Tree store. However, the third access point would not be fully developed at this time. Rather, a partial cross access drive would be constructed to end in a raised curb, consistent with conditions of approval for the site originating from a prior entitlement process, to allow for future connection in the event the adjacent parcel to the east is redeveloped. The project would provide a total of 50 parking stalls. Of the 50 stalls, there would be 34 regular parking stalls, one (1) air/water stall, three (3) compact stalls, two (2) van accessible stalls, two (2) regular Americans with Disabilities Act (ADA) compliant stalls, and eight (8) electric vehicle (EV) charging stalls.

## **LANDSCAPING**

Approximately 26,608 square feet (19.83 percent) of the project site would be landscaped. Landscaping is proposed primarily around the perimeter of the proposed parcel, surrounding drive-through lanes, and within parking lot landscaping islands interspersed within the parking lot areas servicing the convenience store and drive-through facility. Plant material proposed for landscaping includes a variety of tree species totaling 52 trees, a variety of shrub species totaling 605 shrubs, 15 creeping fig vines, various ground cover species, and 1,792 square foot bioswale. Landscaping would include the retention of one (1) native interior live oak (*Quercus Wislizeni*) tree.

## **UTILITY INFRASTRUCTURE**

The proposed project would be served by existing utility infrastructure extended to the site from Calvine Road. Telephone communications, electrical, water, and irrigation connections would be provided at the southern portion of the project site abutting Calvine Road. Additionally, the project proposes 1,847 square feet of bio-retention basin areas intermittently situated along the perimeter of the project parcel. The project also proposes a storm capture vault to be located west of the

fuel station canopy. Bio-retention basins and the storm capture vault are proposed to attenuate peak flows and detain storm water volumes.

## **SURROUNDING LAND USES AND SETTING**

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The project site is within an urban residential and commercial area in the southern portion of unincorporated Sacramento County, located on the north side of Calvine Road, approximately 225 feet west of the intersection with Elk Grove Florin Road (**Plate IS-1**). The project site was historically a residential property with a single-family home on the southern portion of the parcel with remnant paved areas. Currently, the project site is undeveloped with valley grassland dominating the northern portion of the parcel and a mixture of native and non-native trees along the east and west property lines.

The adjacent properties are also zoned light commercial and consist of a tire retail center to the west, a dollar store to the east, and a day care center to the north. There is also a dental office to the northwest and an apartment complex northeast of the project site. Calvine Road runs along the southern boundary and across the street is the City of Elk Grove.

## **OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

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Federal: None

State of California: None

Sacramento County: Building Permits and Inspection Services, Department of Waste Management and Recycling, Department of Transportation, Engineering

Local: Sacramento Metropolitan Fire District, Sacramento Municipal Utility District, Sacramento Metropolitan Air Quality Management District, South Sacramento Habitat Conservation Plan Authorization

## ENVIRONMENTAL CHECKLIST

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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 (1) 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 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** indicates that either a project will have an impact, but the impact is considered minor.
4. **No Impact** indicates that a project does not impact the particular resource.

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                           | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Airports                           |
| <input checked="" type="checkbox"/> Air Quality               | <input checked="" type="checkbox"/> Biological Resources    | <input checked="" type="checkbox"/> Cultural Resources      |
| <input type="checkbox"/> Energy                               | <input checked="" type="checkbox"/> Geology and Soils       | <input checked="" type="checkbox"/> Greenhouse Gas Emission |
| <input type="checkbox"/> Hazards and Hazardous Materials      | <input type="checkbox"/> Hydrology and Water Quality        | <input type="checkbox"/> Land Use and Planning              |
| <input type="checkbox"/> Mineral Resources                    | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population and Housing             |
| <input type="checkbox"/> Public Services                      | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation                     |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems      | <input type="checkbox"/> Wildfire                           |

**I. AESTHETICS**

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views <sup>1</sup> of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Notes:

<sup>1</sup> PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM A PUBLICLY ACCESSIBLE VANTAGE POINT.

***ENVIRONMENTAL SETTING***

The project site is within an urbanized portion of Sacramento County, bordering the City of Elk Grove. The adjacent parcels are developed with commercial uses or multi-family residences. The southern boundary of the project site is along Calvine Road and across the City of Elk Grove. The viewshed is flat and dominated by urban development which includes mature trees. There are no scenic vistas or resources, within or near the project site.

**LIGHT AND GLARE**

The project area is in a developed community surrounded by areas with existing nighttime lighting from commercial buildings, parking lots (including the parking lot for the adjacent residential apartment use), and streetlights.

**SCENIC HIGHWAY**

The project area is not within a viewshed of any designated or eligible local or state scenic highway. Garden Highway is a County designated scenic corridor and is approximately 12.8 miles northwest of the project area. River Road (State Route (SR) 160) is the closest state designated scenic highway, approximately seven (7) miles west of the project area.

***IMPACT DISCUSSION***

a. *Would the project have a substantial adverse effect on a scenic vista?*

There are no scenic vistas within or near the project site; therefore, the project would result in **no impact**.

- b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

There are no state or locally designated scenic highways in the vicinity of the project site. Implementation of the project would not impact scenic resources within a state scenic highway. Therefore, there would be **no impact**.

- c. *Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is within an urbanized area of Sacramento County and the surrounding area consists of residential and commercial land uses. Project-related construction would include the use of heavy construction equipment that may be visible for a few weeks at a time; however, this would be temporary and would be limited to the subject parcel. Therefore, construction activities would have a less than significant impact related to degradation of visual character or quality. Trees would be removed as part of construction and a temporary loss of mature tree canopy would be experienced for several years; however, trees would be planted as part of the landscaping plan for the project. Additionally, there is a native interior live oak (*Quercus wislizeni*), which would be retained on site. Therefore, operation of the project would have a less than significant impact on the visual character and quality of the project area. Impacts would be **less than significant**.

The proposed gas station, convenience store, car wash, and retail store would comply with applicable design guidelines and would not degrade the quality of public views. Therefore, implementation of the project would not conflict with existing zoning or other regulations governing scenic quality, and impacts would be **less than significant**.

- d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Construction of the project would be completed during daytime hours; therefore, nighttime construction lighting is not anticipated. New streetlamps along the sidewalks would be installed as part of the project. However, these lights would be similar in lumens to existing streetlamps and would not result in a substantial light or glare that would adversely affect views in the area. Onsite lighting would include 12 ceiling mounted lights under the fuel canopy, seven (7) parking lot light standards throughout the parking lot, and eight (8) wall mounted lights situated to provide adequate lighting of drive-through lanes. A photometric plan was submitted as part of the project file and shows that minimal light impacts would result from the project as proposed. The surrounding parcels include similar parking lot and building attached lighting sources which provide similar levels of lighting as the lighting proposed per the proposed project. Therefore, impacts would be **less than significant**.

## **ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

## II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Introduce incompatible uses in the vicinity of existing agricultural uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### ENVIRONMENTAL SETTING

Based on a review of the 2020 Important Farmland Map for Sacramento County from the California Department of Conservation under the Farmland Mapping and Monitoring Program (FMMP), the project area is designated as Urban and Built-Up Land (California Department of Conservation, 2023). Urban and Built-Up Land is used for residential, industrial, commercial, institutional, and public utility structures and for other developed purposes.

The project area and surrounding areas are zoned for a mix of residential and commercial uses. There are trees on the project site and within the vicinity of the project site. These trees are landscaping elements and are not used for forestry purposes. There are no agricultural, forest, or timber resources on site or in the vicinity.

**IMPACT DISCUSSION**

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The project site is located in an urbanized area bounded by developed parcels on all sides. The project site is not designated as farmland of any sort. The project as proposed would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, there would be **no impact**.

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site is located in an urbanized area lacking agricultural uses. There are no Williamson Act Contracts on the subject property or surrounding parcels. The project as proposed would not conflict with existing zoning for agricultural use or a Williamson Act Contract. Therefore, there would be **no impact**.

- c. *Would the project introduce incompatible uses in the vicinity of existing agricultural uses?*

The project site is located in an urbanized area lacking in agricultural uses. The proposed project would not introduce incompatible uses in the vicinity of existing agricultural uses. Therefore, there would be **no impact**.

- d. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?*

The project site does include a substantial number of trees, which will be removed. However, the project site is not zoned for forest land uses. The project as proposed would not conflict with existing zoning for, or cause the rezoning of, forest land. Therefore, there would be **no impact**.

- e. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The project site includes non-protected tree species primarily along the western and eastern property lines. The project site also includes two (2) protected oak trees, of which one (1) is healthy enough for retention on site. The tree canopy existing on this parcel is a small patch surrounded by developed parcels lacking in forest land. Although the project would result in the removal of trees on site, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there would be **no impact**.

- f. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The project site is located in an urbanized area lacking in agricultural uses. The project does not involve changes in the existing environment which could result in conversion of Farmland

to non-agricultural use or conversion of forest land to non-forest use. Therefore, there would be *no impact*.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**IMPACT DISCUSSION**

**III. AIRPORTS**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The airport area of influence (AOI) is determined by three (3) sets of boundaries: height standards as defined by the Federal Aviation Administration; noise restrictions determined by California Administrative Code Title 21 Subchapter 6 and further defined by the *Sacramento County General Plan of 2005-2030* (General Plan) (Sacramento County, 2011); and airport safety areas as determined by the Airport Land Use Commission. Airport safety areas include three (3) different zones: the clear zone near the end of the runway, approach-departure zone under the takeoff/landing slopes, and the overflight zone under the traffic pattern (Airport Land Use Commission, 1992).

Sunset Sky Ranch is approximately 4.3 miles southeast of the project site. This is the closest airport or airstrip to the project site. The AOI for Sunset Sky Ranch does not encompass any part of the project site. The project site is not within the overflight zone or noise contours for any airport.

**IMPACT DISCUSSION**

- a. *Would the project result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?*

The closest airport, Sunset Sky Ranch, is located approximately 4.3 miles southeast of the project site, which is not within the boundaries of the AOI. The project would not result in a safety hazard for people residing or working in the vicinity of an airport/airstrip. Therefore, the project would have **no impact**.

- b. *Would the project expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?*

The project area is located approximately 4.3 miles northwest of the Sunset Sky Ranch Airport and is not within the noise contour for any airport. The project would not expose people residing or working in the project area to aircraft noise levels in excess of applicable standards. Therefore, the project would have **no impact**.

- c. *Would the project result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?*

The project area is not within the vicinity of any airport or airstrip. The project does not propose the construction of buildings or structures which could affect the safe and efficient use of navigable airspace. Therefore, the project would have **no impact**.

- d. *Would the project 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?*

Implementation of the project would not increase air traffic levels or change the location of air traffic. There would be no changes to air traffic patterns. Therefore, the project would have **no impact**.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**IV. AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**ENVIRONMENTAL SETTING**

The proposed project site is within the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Sacramento County is within the Sacramento Federal Nonattainment Area (SFNA) planning boundaries for ozone PM<sub>2.5</sub> and PM<sub>10</sub>. The Federal and California Clean Air Acts require an Air Quality Plan that consists of attainment plans and maintenance plans. Attainment plans must show how the region will attain air pollutant standards by a certain date and maintenance plans must demonstrate how the region will continue to maintain compliance with a standard. The most recent State Implementation Plan for Ozone was adopted in September 2023. 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).

**Table IS-1: Air Quality Standards Attainment Status**

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (One (1) hour Standard <sup>1</sup> and eight (8) hour standard)	Non-Attainment, Classification = Severe -15* (eight (8) hour <sup>3</sup> Standards) Attainment (One (1) hour standard <sup>2</sup> )
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 (One (1) hour and eight (8) hour Standards)	Attainment (One (1) hour and eight (8) hour Standards)
Nitrogen Dioxide	Attainment (One (1) hour Standard and Annual)	Unclassified/Attainment (One (1) hour and Annual)
Sulfur Dioxide <sup>4</sup>	Attainment (One (1) hour and 24-hour Standards)	Attainment/unclassifiable <sup>5</sup>
Lead	Attainment (30-Day Standard)	Attainment (Three (3) month rolling average)
Visibility Reducing Particles	Unclassified (Eight (8) hour Standard)	No Federal Standard
Sulfates	Attainment (24-hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (One (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 One (1) hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. The SMAQMD attained the standard in 2009.

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

4. Cannot be classified

5. Designation was made as part of EPA's designations for the 2010 SO<sub>2</sub> 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: January 2, 2025. <http://airquality.org/air-quality-health/air-quality-pollutants-and-standards>

## **CRITERIA AIR POLLUTANTS**

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six (6) air pollutants have been identified by the EPA and CARB as being of concern both on a nationwide and statewide level: ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead, and particulate matter (PM), which is subdivided into two (2) classes based on particle size - PM equal to or less than 10 micrometers in diameter (PM<sub>10</sub>) and PM equal to or less than 2.5 micrometers in diameter (PM<sub>2.5</sub>). Because the air quality standards for these air pollutants are regulated using human and environment health-based criteria, they are commonly referred to as "criteria air pollutants (CAP)."

Health-based air quality standards have been established for criteria air pollutants by EPA at the federal level and by CARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and CARB designate areas of California as "attainment," "nonattainment," "maintenance," or "unclassified" for the various pollutant standards according to the federal Clean Air Act (CAA) and the California CAA (CCAA), respectively.

Within the SVAB, SMAQMD is responsible for ensuring that air quality standards are not violated. With respect to regional air quality, Sacramento County is designated as nonattainment for the eight (8) hour ozone and 24-hour PM<sub>2.5</sub> NAAQS. Sacramento County is designated as attainment or unclassified for all other criteria pollutant NAAQS. Sacramento County is currently in nonattainment for the ozone and PM<sub>10</sub> CAAQS and in attainment or unclassified for all other pollutants (Sacramento Metropolitan AQMD, 2024).

## **TOXIC AIR CONTAMINANTS**

Toxic air contaminants (TAC) are a set of airborne pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. The health effects associated with TACs are quite diverse and are generally assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects, such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

## **SENSITIVE RECEPTORS**

Sensitive receptors are individuals who have an increased sensitivity to air pollution and include elderly, children, individuals with chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptor locations are areas where sensitive receptors are known to congregate including hospitals, schools, day care centers, and residences. Residential areas and

schools are considered sensitive receptors to air pollution because children and/or elderly tend to be present for extended periods resulting in increased risk of sustained exposure to any pollutants that may be present.

The project area is in an urbanized setting surrounded by residential and commercial land uses. The closest sensitive receptors are adjacent multi-family dwellings and a day care facility north of the project site. The closest schools are Calvine Alternative High School at the intersection of Calvine Road and Vintage Park Drive (approximately a quarter mile west of the project site) and Merryhill Elementary School and Merryhill Preschool at the intersection of Calvine Road and Merry Hill Way (approximately a half mile east of the project site).

### **HEALTH EFFECTS SCREENING OF CRITERIA POLLUTANTS AND OZONE PRECURSORS**

In order to estimate the potential health risks that could result from the operational emissions of ROG, NO<sub>x</sub>, and PM<sub>2.5</sub>, PER staff implemented the procedures within SMAQMD's Instructions for Sac Metro Air District Minor Project and Strategic Area Project Health Effects Screening Tools (SMAQMD's Instructions). To date, SMAQMD has published three (3) options for analyzing projects: small projects may use the Minor Project Health Screening Tool, while larger projects may use the Strategic Area Project Health Screening Tool, and practitioners have the option to conduct project-specific modeling.

Both the Minor Project Health Screening Tool and Strategic Area Project Health Screening Tool are based on the maximum thresholds of significance adopted within the five air district regions contemplated within SMAQMD's Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District (SMAQMD's Friant Guidance; October 2020). The air district thresholds considered in SMAQMD's Friant Guidance included thresholds from SMAQMD as well as the El Dorado County Air Quality Management District, the Feather River Air Quality Management District, the Placer County Air Pollution Control District, and the Yolo Solano Air Quality Management District. The highest allowable emission rates of NO<sub>x</sub>, ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> from the five air districts is 82 pounds per day (lbs/day) for all four (4) pollutants. Thus, the Minor Project Health Screening Tool is intended for use by projects that would result in emissions at or below 82 lbs/day, while the Strategic Area Project Health Screening Tool is intended for use by projects that would result in emissions between two (2) and eight (8) times greater than 82 lbs/day. The Strategic Area Project Screening Model was prepared by SMAQMD for five (5) locations throughout the Sacramento region for two (2) scenarios: two (2) times and eight (8) times the threshold of significance level (2xTOS and 8xTOS). The corresponding emissions levels included in the model for 2xTOS were 164 lbs/day for ROG and NO<sub>x</sub>, and 656 lbs/day under the 8xTOS for ROG and NO<sub>x</sub> (SMAQMD 2020).

As noted in SMAQMD's Friant Guidance, "each model generates conservative estimates of health effects, for two (2) reasons: The tools' outputs are based on the simulation of a full year of exposure at the maximum daily average of the increases in air pollution concentration... [and] [t]he health effects are calculated for emissions levels that are very high" (SMAQMD 2020).

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

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

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

Since the project was below the daily operational thresholds for criteria air pollutants, the Minor Project Health Screening Tool was used to estimate health risks. The results are shown in Table IS-2 and Table IS-3.

**Table IS-2: PM<sub>2.5</sub> Health Risk Estimates**

<b>PM<sub>2.5</sub> Health Endpoint</b>	<b>Age Range<sup>1</sup></b>	<b>Incidences Across the Reduced Sacramento Four (4) km Modeling Domain Resulting from Project Emissions (per year)<sup>2,5</sup> (mean)</b>	<b>Incidences Across the Five (5) Air-District Region Resulting from Project Emissions (per year)<sup>2</sup> (mean)</b>	<b>Percent of Background Health Incidences Across the Five (5) Air-District Region<sup>3</sup></b>	<b>Total Number of Health Incidences Across the Five (5) Air-District Region (per year)<sup>4</sup></b>
<b>Respiratory</b>					
Emergency Room Visits, Asthma	0 - 99	0.91	0.83	0.0045%	18419
Hospital Admissions, Asthma	0 - 64	0.060	0.055	0.0030%	1846
Hospital Admissions, All Respiratory	65 - 99	0.29	0.25	0.0013%	19644
<b>Cardiovascular</b>					
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65 - 99	0.16	0.14	0.00059%	24037
Acute Myocardial Infarction, Nonfatal	18 - 24	0.000075	0.000069	0.0018%	4
Acute Myocardial Infarction, Nonfatal	25 - 44	0.0067	0.0063	0.0020%	308

Acute Myocardial Infarction, Nonfatal	45 - 54	0.017	0.016	0.0022%	741
Acute Myocardial Infarction, Nonfatal	55 - 64	0.028	0.026	0.0021%	1239
Acute Myocardial Infarction, Nonfatal	65 - 99	0.10	0.092	0.0018%	5052
<b>Mortality</b>					
Mortality, All Cause	30 - 99	1.9	1.7	0.0038%	44766
Notes:					
<ol style="list-style-type: none"> <li>1. Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.</li> <li>2. Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento Four (4) km Modeling Domain and the Five (5) Air-District Region.</li> <li>3. The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the Five (5) Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.</li> <li>4. The total number of health incidences across the Five (5) Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.</li> <li>5. The technical specifications and map for the Reduced Sacramento Four (4) km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.</li> </ol>					

**Table IS-3: Ozone Health Risk Estimates**

Ozone Health Endpoint	Age Range <sup>1</sup>	Incidences Across the Reduced Sacramento Four (4) km Modeling Domain Resulting from Project Emissions (per year) <sup>2,5</sup> (mean)	Incidences Across the Five (5) Air-District Region Resulting from Project Emissions (per year) <sup>2</sup> (mean)	Percent of Background Health Incidences Across the Five (5) Air-District Region <sup>3</sup>	Total Number of Health Incidences Across the Five (5) Air-District Region (per year) <sup>4</sup>
<b>Respiratory</b>					
Hospital Admissions, All Respiratory	65 - 99	0.067	0.053	0.00027%	19644
Emergency Room Visits, Asthma	0 - 17	0.35	0.29	0.0050%	5859
Emergency Room Visits, Asthma	18 - 99	0.54	0.46	0.0036%	12560
<b>Mortality</b>					
Mortality, Non-Accidental	0 - 99	0.041	0.035	0.00011%	30386

**Notes:**

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

Again, it is important to note that the “model outputs are derived from the numbers of people who would be affected by [the] project due to their geographic proximity and based on average population through the Five-District-Region. The models do not take into account population subgroups with greater vulnerabilities to air pollution, except for ages for certain endpoints” (SMAQMD 2020). Therefore, it would be misleading to correlate the levels of criteria air pollutant and precursor emissions associated with project implementation to specific health outcomes. While the effects noted above could manifest in individuals, actual effects depend on factors specific to each individual, including life stage (e.g., older adults are more sensitive), preexisting cardiovascular or respiratory diseases, and genetic polymorphisms. Even if this specific medical information was known about each individual, there are wide ranges of potential outcomes from exposure to ozone precursors and particulates, from no effect to the effects listed in the tables. Ultimately, the health effects associated with the project, using the SMAQMD guidance “are conservatively estimated, and the actual effects may be zero (0)” (SMAQMD 2020).

## ***REGULATORY SETTING***

Air quality in Sacramento County is regulated by several agencies, which include the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), and Sacramento Metropolitan Air Quality Management District (SMAQMD). Each of these agencies develops rules and/or regulations to attain the goals or directives imposed upon them through legislation.

### **SACRAMENTO METROPOLITAN AIR QUALITY RULES AND REGULATIONS**

All projects are subject to SMAQMD Rules and Regulations in effect at the time of construction. A full list of the District’s Rules and Regulations can be found online at their Rules & Regulations webpage at <https://www.airquality.org/Businesses/Rules-Regulations#09>. Examples of several SMAQMD Rules applicable to the proposed project include Rule 201 – General Permit Requirements, Rule 403 – Fugitive Dust, Rule 422 – Architectural Coatings and Rule 902 – Asbestos (applicable for demolition of buildings).

Because the Sacramento Valley Air Basin is in non-attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, the SMAQMD requires all projects implement the District’s Basic Construction Emission Control Practices (also known as Best Management Practices – BMPs). Compliance and implementation of the BMPs allows for proposed projects to utilize the District’s Significance Thresholds for construction and operational emissions, as shown in **Table IS-4**. Otherwise, without the BMPs,

any emission above zero (0) pounds per day would be considered significant and inconsistent with SMAQMDs air quality plans.

**Table IS-4: SMAQMD Significance Thresholds**

	<b>ROG<sup>1</sup></b> <b>(lbs/day)</b>	<b>NO<sub>x</sub></b> <b>(lbs/day)</b>	<b>CO</b> <b>(µg/m<sup>3</sup>)</b>	<b>PM<sub>10</sub></b> <b>(lbs/day)</b>	<b>PM<sub>2.5</sub></b> <b>(lbs/day)</b>
Construction (short-term)	None	85	CAAQS <sup>2</sup>	80 <sup>3*</sup>	82 <sup>3*</sup>
Operational (long-term)	65	65	CAAQS	80 <sup>3*</sup>	82 <sup>3*</sup>

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 zero(0) lbs/day.

To allow the use of non-zero PM<sub>10</sub> and PM<sub>2.5</sub> thresholds of significance, the SMAQMD recommends lead agencies require implementation of the following Basic Construction Emission Control Practices (BCECPs) for all land use development projects (SMAQMD 2020a).

- Water all exposed surfaces two (2) 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 (2) feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- All roadways, driveways, sidewalks, and 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 five (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 determined to be running in proper condition before it is operated.

## ***IMPACT DISCUSSION***

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Air quality plans describe air pollution control strategies to be implemented to bring an area that does not attain the NAAQS or CAAQS into compliance with those standards, or to maintain existing compliance with those standards, pursuant to the requirements of the CAA

and CCAA. SMAQMD has adopted air quality plans pursuant to regulatory requirements under EPA and CARB. The 2017 and 2023 regional air quality management plans represent the most recent plans developed to describe and demonstrate how the Sacramento Federal Ozone Nonattainment Area (SFNA) is meeting requirements for ozone under the federal CAA in demonstrating reasonable further progress and attainment of the NAAQS for the 2008 eight (8) hour ozone standard and 2015 eight (8) hour ozone standard, respectively (SMAQMD 2017; SMAQMD 2023a). For particulate matter, SMAQMD developed the PM<sub>2.5</sub> Maintenance Plan and Redesignation Request (SMAQMD 2013) to address how the region attained and would continue to attain the 24-hour PM<sub>2.5</sub> standard and the PM<sub>10</sub> Implementation/Maintenance Plan and Redesignation Request for Sacramento County (SMAQMD 2010).

As documented in the SMAQMD CEQA Guide, the recommended mass emissions thresholds for ozone precursors correlate to the NO<sub>x</sub> and ROG reductions from heavy-duty vehicles and land use project emission reduction requirements committed to in the ozone attainment plans; therefore, projects whose emissions would be less than the recommended thresholds of significance for criteria air pollutants would not conflict with or obstruct implementation of applicable air quality plans related to the attainment of ozone. Similarly, the mass emissions thresholds for PM correlate to the SMAQMD's permitting offset trigger levels, which prevents deterioration of ambient air quality and ensures projects do not worsen the region's attainment status (SMAQMD 2020a). Therefore, projects whose emissions do not exceed the recommended PM thresholds of significance would also not conflict with or obstruct implementation of the applicable air quality plans related to PM.

The proposed project would result in the generation of emissions during construction and operation activities as detailed below.

### Construction Emissions

Construction related emissions, including ROG, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, result from construction equipment exhaust, fugitive dust from land clearing, earthmoving activities, and wind erosion of exposed soils. Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Emissions associated with the construction of the project were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod does not account for ROG emissions associated with gasoline vapors that are released during fuel dispensing activities (refer to Appendix A). To calculate ROG emissions, CAPCOA's and CARB's Gasoline Service Station Industrywide Risk Assessment Technical Guidance (2022a) is used. Construction related emissions from the project as proposed would not exceed SMAQMD thresholds of significance, with implementation of mitigation measure AQ-1 (Table IS-5).

**Table IS-5: Estimated Construction Emissions**

Pollutant	Project Construction Emissions	SMAQMD Thresholds of Significance <sup>2</sup>
Reactive Organic Gases (ROG)	3.72 pounds per day	None
Nitrogen Oxide (NO <sub>x</sub> )	36.00 pounds per day	85 pounds per day
Carbon Monoxide (CO)	34.10 pounds per day	None
Sulfur Dioxide (SO <sub>2</sub> )	0.05 pounds per day	None

Coarse Particulate Matter (PM <sub>10</sub> ) <sup>3,4</sup>	9.44 pounds per day	80 (0) pounds per day
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>3,4</sup>	5.45 pounds per day	82 (0) pounds per day

*Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SMAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include sweeping/cleaning adjacent roadway access areas daily, water exposed surfaces twice daily, and limit speeds on unpaved roads to 15 miles per hour. Emissions taken of the season, summer or winter, with the highest outputs. Building construction, paving and painting assumed to occur simultaneously.*

*\*= The allowable threshold level is zero (0) pounds/day or zero (0) tons/year unless all SMAQMD recommended BACT/BMP are implemented.*

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

### Operational Emissions

Implementation of the project would result in long-term operational emissions of criteria air pollutants such as PM<sub>10</sub>, PM<sub>2.5</sub>, CO, and SO<sub>2</sub> as well as O<sub>3</sub> precursors such as ROG and NO<sub>x</sub>. Project-generated increases in emissions would be predominantly associated with motor vehicle use. The PM<sub>10</sub> and PM<sub>2.5</sub> non-zero thresholds are reliant on the implementation of the SMAQMD's BACT/BMPs for land use development project operations. With implementation of the SMAQMD's BACT/BMPs, the project would not exceed the thresholds of significance established by the SMAQMD (Table IS-6).

**Table IS-6: Estimated Operational Emissions**

Pollutant	Project Construction Emissions <sup>1</sup>	SMAQMD Thresholds of Significance <sup>2</sup>
Reactive Organic Gases (ROG)	19.21 pounds per day	65 pounds per day
Nitrogen Oxide (NO <sub>x</sub> )	9.07 pounds per day	65 pounds per day
Carbon Monoxide (CO)	69.20 pounds per day	None
Sulfur Dioxide (SO <sub>2</sub> )	0.10 pounds per day	None
Coarse Particulate Matter (PM <sub>10</sub> ) <sup>3,4</sup>	7.93 pounds per day	80 (0) pounds per day
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>3,4</sup>	2.09 pounds per day	82 (0) pounds per day

*Notes: Emission projections are based on the land use mix identified in Section 1.0 of the submitted Air Quality Report and Traffic Trip Generation Rates from Fehr & Peers (2024). Area source emissions for the gasoline station include ROG released gasoline vapor during dispensing activities. Gasoline vapor emissions are calculated based on emission factors identified in CAPCOA's and CARB's Gasoline Service Station Industrywide Risk Assessment Technical Guidance (2022a) and the prediction of 158,500 gallons of gasoline dispensed per month (158,500 x 12 = 1,902,000 gallons annually) as identified by Kalibrate Insight (2022) as the average throughput of four (4) potential throughput scenarios specific to the project (2.14 pounds daily).*

*\*= The allowable threshold level is zero (0) pounds/day or zero (0) tons/year unless all SMAQMD recommended BACT/BMP are implemented.*

As shown in the table above, the project will not exceed emissions significance thresholds during the operational period with implementation of SMAQMD's BACT/BMPs. Since the

emissions of the proposed project are significantly below the operational thresholds adopted by SMAQMD, impacts associated with operational emissions are considered *less than significant with mitigation*.

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

As discussed in a) above, with implementation of Mitigation Measure AQ-1, emissions of criteria air pollutants and precursors would not exceed the SMAQMD significance thresholds. The project will not exceed construction or operational emission thresholds established by SMAQMD and the project will not result in a considerable net increase in any criteria pollutant for which the region is in non-attainment. As such, the project will not result in a cumulatively considerable new increase of any criteria pollutant for which the region is in non-attainment. Impacts are considered *less than significant with mitigation*.

- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

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

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

SMAQMD has indicated on previous gas station projects that only a very high throughput service station in close proximity to schools or other sensitive receptors (e.g., residential) would be likely to exceed thresholds. At present, SMAQMD staff runs individual assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools located within 1,000 feet of the project site. However, there is a child day care center located on the northerly adjacent property. The child day care center is located approximately 400 feet from fueling pumps as measured from the edge of the fueling station canopy to the edge of the child day care center structure.

CARB recommends a distance of 50 feet from residential uses for gasoline dispensing stations with an annual throughput of less than 3.6 million gallons per year and 300 feet for gas stations with a throughput at or above 3.6 million gallons. Although the exact throughput

of the project is currently unknown, it is estimated that the throughput will be approximately 1.9 million gallons per year and the nearest residential property is located approximately 368 feet west of the project site, measured from property line to property line, beyond the recommended guidance of 300 feet for high output operators.

Although these sensitive receptors are in relatively close proximity to the proposed fueling areas, the proposed gas station is subject to SMAQMDs review and is required to obtain a permit from SMAQMD and implement all SMAQMD requirements and measures prior to operation. SMAQMD will conduct a health risk assessment for the gasoline dispensing facility, which may limit the gasoline throughput to meet allowable health risk levels. SMAQMD Rules 448 and 449 require the installation of vapor recovery systems that would reduce the amount of vapors that would be emitted into the atmosphere by 95-98% from levels without such systems. Additionally, the gas station tanks and dispensers will be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery (EVR) air pollution control equipment technology pursuant to CARB regulations and associated Executive Orders.

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

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

During construction, the proposed project would generate objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

The operation of the project as a gas station could be considered a source of unpleasant odors by some. However, the SMAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline-dispensing facilities per SMAQMD Rules 448 and 449. The proposed project would also be required to comply with SMAQMD Rule 402 - which prohibits the discharge from any source that causes injury, detriment, nuisance, or annoyance to a considerable number of persons - to prevent occurrences of public nuisances. Adherence to these rules related to operational odor emissions impacts would be *less than significant*.

### ***ENVIRONMENTAL MITIGATION MEASURES***

The following avoidance and minimization measure would be implemented during construction of the project to reduce potential impacts related to air quality.

#### **AQ-1: BEST AVAILABLE CONSTRUCTION EMISSION MEASURES**

Relevant SMAQMD Basic Construction Emission Control Practices (BMPs) will be implemented during project construction (Sacramento Metropolitan AQMD, 2019):

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.

- Water all exposed surfaces two (2) 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 (2) 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 track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. CARB enforces idling limitations and compliance with diesel fleet regulations.
  - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five (5) minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
  - Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].
  - Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

**V. BIOLOGICAL RESOURCES**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Adversely affect or result in the removal of native or landmark trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with any local policies or ordinances protecting biological resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project area is within an urban community, consisting of a mix of commercial and residential uses. Landscaping in the project area consists of ornamental and native trees, shrubs, and turf, typical of front, side, and backyard plantings.

The information for this section is from the *Biological Resources Survey Report for the 8881 Calvine Chevron Project* prepared by Stringer Biological Consulting, Inc. (Stringer) dated November 3, 2023 (Appendix B) and an *Arborist Report: 8881 Calvine Chevron Project* prepared by Stringer dated November 8, 2023 (Appendix C).

The project parcel is within an urbanized area developed with a mix of residential and commercial uses located adjacent to the City of Elk Grove along Calvine Road, approximately 375-feet west of the intersection with Elk Grove Florin Road. The parcel is vacant, including a remnant paved area and below ground infrastructure from a former single-family residence. The project parcel is nearly flat, lacking any notable depressions or other microtopography, with an elevation ranging from approximately 40 to 42 feet above mean sea level. The site generally slopes very gently from north to south with the lowest elevation occurring in the southern portion of the project site where a prior single-family residence had been located. The project parcel contains no riparian resources and no wetland areas. A total of 173 trees with a diameter at breast height (DBH) of four (4) inches or greater were inventoried that are on or overhanging the project parcel. Two (2) of these trees are native interior live oaks. The remainder of the trees are non-native, including 170 blue gum (*Eucalyptus globulus*) and one (1) sawleaf zelkova (*Zelkova serrata*).

The proposed project is in the Urban Development Area (UDA) and considered a covered activity under the South Sacramento Habitat Conservation Plan (SSHCP); therefore, the project must comply with the provisions of the SSHCP and associated permits.

## **SSHCP LAND COVER**

The SSHCP baseline and existing land cover maps show that the project area supports Low-Density Development and Valley Grassland SSHCP Land Cover Types (**Plate IS-3** and **Plate IS-4**). Because the SSHCP baseline land cover mapping was largely conducted in 2004 via analyzing aerial imagery at a very large scale, Stringer’s survey included “ground truthing” the accuracy of the SSHCP baseline land cover mapping for the project.

The survey found that the SSHCP Low-Density Development land cover type has a smaller extent than that shown in the baseline mapping and is confined to the pad of the former residence and the Valley Grassland land cover type extends further south than what is shown in the baseline mapping. **Plate IS-4** shows where the existing land cover types are, and **Table IS-7** summarizes the difference between the baseline finding and the existing (ground truthed) SSHCP land covers for the project.

**Table IS-7: SSHCP Baseline and Existing Land Covers**

<b>Type</b>	<b>Baseline (acres)</b>	<b>Existing (acres)</b>
<b>Natural Land Covers</b>		
Valley Grassland	1.37	1.60
Total	1.37	1.60
<b>Developed/Non-Habitat Land Covers</b>		
Low-Density Development	1.06	0.83
Major Roads	0.02	0.02
Total	1.08	0.85
<b>Grand Total</b>	<b>2.45</b>	<b>2.45</b>

Plate IS-3: Baseline SSHCP Land Covers



Plate IS-4: Existing Land Covers



## **SPECIAL STATUS SPECIES**

The SSHCP designates areas of modeled habitat for the SSHCP covered species. Modeled habitat designations shown in the SSHCP are based on the following: each covered species' needs for breeding, foraging, and shelter at each life history stage; information from Plan Area species surveys; documented species occurrences within the Plan Area; and information on species range, including soil type associations and elevation limits. This information was used to generate a map-based model of potentially covered species' habitat distribution. The SSHCP notes that "covered species may associate with a land cover at varying degrees of frequency over its lifetime due to seasonal habitat changes (i.e., wet and dry season, crop rotations, irrigation/flooding, food availability), and seasonal changes in a covered species life history and habitat needs."

Stringer queried the SSHCP modeled species habitat for the project site. Based upon biologist review of the project site, the project site lacks any significant habitat value for wildlife due to the small size of the site, its location within a developed area, and the existing level of disturbance. Other than feral dogs and cats and mammalian scavengers associated with urban areas, such as skunks and racoons, the only wildlife expected to use the site to any notable degree would be birds that forage in the site and use the trees in the site for nesting.

## **NESTING MIGRATORY BIRDS**

Any project activity that may result in the injury or mortality of native migratory birds, including eggs and nestlings, would be prohibited under the MBTA. While the SSHCP provides preventative Avoidance and Minimization Measures (AMMs) for migratory birds that are SSHCP covered species, it does not provide guidance for avoiding impacts to other species not covered by the plan.

## **ROOSTING BATS**

Bats utilize trees and buildings for roosting. Trees onsite could provide habitat for special-status bats (including western red bat, a SSHCP covered species)

## **TREES**

The biology report identified a total of 173 trees within the project area including 171 nonnative trees consisting primarily of blue gum with one (1) sawleaf selkova. Two (2) native interior live oaks were also identified in the project site (**Plate IS-5**).

### Plate IS-5: Tree Location Map



## ***REGULATORY SETTING***

### **FEDERAL REGULATIONS**

#### ***FEDERAL ENDANGERED SPECIES ACT***

The Federal Endangered Species Act (FESA) of 1973 protects species that are federally listed as endangered or threatened with extinction. FESA prohibits the unauthorized “take” of listed wildlife species. Take includes harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such activities. Harm includes significant modifications or degradations of habitats that may cause death or injury to protected species by impairing their behavioral patterns. Harassment includes disruption of normal behavior patterns that may result in injury to or mortality of protected species. Civil or criminal penalties can be levied against persons convicted of unauthorized “take.” In addition, FESA prohibits malicious damage or destruction of listed plant species on federal lands or in association with federal actions, and the removal, cutting, digging up, damage, or destruction of listed plant species in violation of state law. FESA does not afford any protections to federally listed plant species that are not also included on a state endangered species list on private lands with no associated federal action.

#### ***MIGRATORY BIRD TREATY ACT***

The Migratory Bird Treaty Act (MBTA) prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase or barter, any native migratory bird, their eggs, parts, and nests, except as authorized under a valid permit (50 CFR 21.11.). Likewise, Section 3513 of the California Fish & Game Code prohibits the “take or possession” of any migratory non-game bird identified under the MBTA. Therefore, activities that may result in the injury or mortality of native migratory birds, including eggs and nestlings, would be prohibited under the MBTA.

### **STATE REGULATIONS**

#### ***STATE ENDANGERED SPECIES ACT***

With limited exceptions, the California Endangered Species Act (CESA) of 1984 protects state-designated endangered and threatened species in a way similar to FESA. For projects on private property (i.e. that for which a state agency is not a lead agency), CESA enables CDFW to authorize take of a listed species that is incidental to carrying out an otherwise lawful project that has been approved under CEQA (Fish & Game Code Section 2081).

#### ***CALIFORNIA FISH AND GAME CODE, SECTION 3503.5 - RAPTOR NESTS***

Section 3503.5 of the Fish and Game Code makes it unlawful to take, possess, or destroy hawks or owls, unless permitted to do so, or to destroy the nest or eggs of any hawk or owl.

### **LOCAL REGULATIONS**

#### ***COUNTY OF SACRAMENTO GENERAL PLAN***

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County

Code) provides protections for landmark trees and heritage trees. The County Code defines a landmark tree as “an especially prominent or stately tree on any land in Sacramento County, including privately owned land” and a heritage tree as “native oak trees that are at or over 19” diameter at breast height (dbh).” Chapter 19.12 of the County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*) and states that “it shall be the policy of the County to preserve all trees possible through its development review process.” It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a dbh of at least six (6) inches or, if it has multiple trunks of less than six (6) inches each, a combined dbh of 10 inches. The Sacramento County General Plan Conservation Element policies CO-138 and CO-139 also provide protections for native trees:

CO-138. Protect and preserve non-oak native trees along riparian areas if used by Swainson's Hawk, as well as landmark and native oak trees measuring a minimum of six (6) inches in diameter or 10 inches aggregate for multi-trunk trees at 4.5 feet above ground.

CO-139. Native trees other than oaks, which cannot be protected through development, shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

The Conservation Element also contains several policies aimed at preserving tree canopy within the County. These are:

CO-145. Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the 15-year shade cover values for tree species.

CO-146. If new tree canopy cannot be created onsite to mitigate for the non-native tree canopy removed for new development, project proponents (including public agencies) shall contribute to the Greenprint funding in an amount proportional to the tree canopy of the specific project.

CO-147. Increase the number of trees planted within residential lots and within new and existing parking lots.

CO-149. Trees planted within new or existing parking lots should utilize pervious cement and structured soils in a radius from the base of the tree necessary to maximize water infiltration sufficient to sustain the tree at full growth.

The 15-year shade cover values for tree species referenced in policy CO-145 are also referenced by the Sacramento County Zoning Code, Chapter 30, Article 4, and the list is maintained by the Sacramento County Department of Transportation, Landscape Planning and Design Division. The list includes more than seventy trees, so is not included here, but it is available at <http://www.planning.saccounty.net/> under the “Environmental Documents CEQA/NEPA Overview heading. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five (5) million trees in the Sacramento region.

## ***SOUTH SACRAMENTO HABITAT CONSERVATION PLAN (SSHCP)***

The SSHCP is a regional approach to addressing development, habitat conservation, and agricultural lands within the south Sacramento County region, including the cities of Galt and Rancho Cordova. The specific geographic scope of the SSHCP includes U.S. Highway 50 to the north, the Sacramento River levee and County Road J11 (connects the towns of Walnut Grove and Thornton, it is known as the Walnut Grove-Thornton Road) to the west, the Sacramento County line with El Dorado and Amador counties to the east, and San Joaquin County to the south. The SSHCP Project area excludes the City of Sacramento, the City of Folsom, the City of Elk Grove, most of the Sacramento-San Joaquin Delta, and the Sacramento community of Rancho Murieta.

The SSHCP covers 28 different species of plants and wildlife, including 10 that are state and/or federally-listed as threatened or endangered. The SSHCP has been developed as a collaborative effort to streamline permitting and protect covered species habitat.

On May 15, 2018, the Final SSHCP and EIS/EIR was published in the federal Register for a 30-day review period. Public hearings on the proposed adoption of the final SSHCP, final EIS/EIR, final Aquatic Resources Plan (ARP), and final Implementation Agreement (IA) began in August 2018, and adoption by the County occurred on September 11, 2018. The permit was received on June 12, 2019, from the U.S. Fish and Wildlife Service, July 25, 2019, from the U.S. Army Corps of Engineers, and August 20, 2019, from the California Department of Fish and Wildlife.

### ***IMPACT DISCUSSION***

- a. *Would the project have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The project parcel is not located within any sensitive natural community of the County, state, or federal agency, including but not limited to an Ecological Preserve, or U.S. Fish and Wildlife Service (USFWS) Recovery Plan boundaries. However, the subject property is located within the SSHCP UDA and contains a Valley Grassland SSHCP cover type. With this cover type, modeled habitat for a number of SSHCP covered animal species also exists on site. However, reviewing biological consultants found that the small size of the habitat and the disturbed nature of the site and surrounding parcels provides no reasonable likelihood that any of the SSHCP covered species would occupy the site or use the site to any significant degree. The exception is the potential for covered raptor species to forage within the grassland. On February 18, 2025, CDFW staff also indicated that there is a potential for bat roosting to occur in the trees on site.

#### **SWAINSON'S HAWK**

While the project site consists of habitat area fragmented by surrounding urban development, the presence of the Valley Grassland cover type provides for a possibility that Swainson's Hawk could forage on the project site.

The site also has large mature trees that could provide potential nesting habitat for the species. Foraging hawks are highly mobile and would move away from any disturbance associated with the project activities and would not be affected. Therefore, no impacts to

individual Swainson's hawk are anticipated unless this species nests adjacent to the site. If Swainson's hawk were to nest adjacent to the site, impacts to nesting could occur through noise, vibration, and the presence of construction equipment and personnel. Project activities such as clearing and grubbing, grading or other earthwork during the breeding season (February 1<sup>st</sup> through August 31<sup>st</sup>) could result in injury or mortality of eggs and chicks indirectly through forced nest abandonment due to noise and other disturbance.

The species is a covered species under the SSHCP. The project is a covered activity under the SSHCP. The project proponent will be required to participate in the SSHCP and comply with its AMMs. Pertinent AMMs include pre-construction nesting surveys and nest/roost buffers and monitoring. Additionally, loss of potential foraging habitat would be mitigated through payment of in lieu valley grassland mitigation fees through the SSHCP. Mitigation has been included requiring that the project proponent participate in the SSHCP and comply with the AMMs. Impacts to Swainson's hawk will be *less than significant with mitigation*.

### **NESTING BIRDS OF PREY**

To avoid impacts to nesting raptors, mitigation involves pre-construction nesting surveys within 500 feet of construction to identify any active nests and to implement avoidance measures if nests are found – if construction will occur during the nesting season of February 1<sup>st</sup> to September 15<sup>th</sup>. The purpose of the survey requirement is to ensure that construction activities do not agitate or harm nesting raptors, potentially resulting in nest abandonment or other harm to nesting success. If nests are found, the developer is required to contact CDFW to determine what measures need to be implemented in order to ensure that nesting raptors remain undisturbed. The measures selected will depend on many variables, including the distance of activities from the nest, the types of activities, and whether the landform between the nest and activities provides any kind of natural screening. If no active nests are found during the focused survey, no further mitigation will be required. Mitigation will ensure that impacts to nesting raptors will be *less than significant with mitigation*.

### **ROOSTING BATS**

County policies and ordinances already require one-to-one replacement of most large-scale grassland habitat, including for the Swainson's Hawk as discussed above, which would also act to conserve bat foraging habitat. Given the wide range of habitats suitable for foraging and the presence of County policies which will continue to ensure the mitigation of the most common types of foraging habitat in the County, the loss of this habitat is of less concern than would be the loss of the more specialized roosting habitat or the disruption of maternity colonies. Mitigation Measure BIO-4, would be required. Therefore, impacts would be *less than significant with mitigation*.

### **CONCLUSION**

Although the potential for direct take of special status species is unlikely, the project will result in the conversion of SSHCP Valley Grassland cover type. This conversion requires an SSHCP authorization from the Environmental Coordinator to account for the loss of habitat and adherence to applicable avoidance and minimization measures (AMMs).

With an SSHCP Authorization, adherence to applicable SSHCP AMMs, and though the payment of fees to support the overall SSHCP Conservation Strategy, project impacts would be *less than significant with mitigation*.

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No wetland, riparian, or similar habitat is located on the subject property; however, as detailed in a) above, the site contains an SSHCP Valley Grassland cover type. The project proponent will be required to obtain an SSHCP Authorization and comply with all applicable SSHCP AMMs. Therefore, the project as proposed would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Project impacts would be **less than significant**.

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project parcel and surrounding parcels do not contain wetland resources, including wetlands. Therefore, the project would not directly remove, fill, interrupt, or otherwise impact state or federally protected wetlands. The project would result in **no impacts**.

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The project parcel is a vacant parcel surrounded by urban development. The fragmented nature of the project parcel's habitat area has resulted in no available migratory wildlife corridors for fish or other wildlife species. There are no established native resident or migratory wildlife corridors present which the project would impact. The project parcel does contain suitable habitat for raptor species as well as trees which could be suitable for other avian and bat species nesting and roosting activities. Construction activity could disrupt nesting migratory birds, which could result in a violation of the MBTA. Given the potential for avian and bat species nesting and roosting activities, the project would be required to implement mitigation for nesting and roosting avian and bat species. With adherence to nesting and roosting bird and bat surveys, impacts would be **less than significant with mitigation**.

- e. *Would the project adversely affect or result in the removal of native or landmark trees?*

The project area is within an urban community which includes commercial and residential development. The project parcel contains ornamental and native trees typical of residential development. A tree inventory was provided within **Plate IS-5**. One (1) native oak tree is identified for removal due to poor health (#2003). There is a second native oak tree which would be retained on site (#2002) (**Table IS-8**).

**Table IS-8: Native Oak Tree Inventory**

Tree Number	Species	Diameter at Breast Height (dbh) (inches)	Vigor
2002	Interior live oak ( <i>Quercus wislizenii</i> )	11	Fair
2003	Interior live oak ( <i>Quercus wislizenii</i> )	7	Poor

Although oak tree #2002 is expected to remain on site, due to the proximity of the tree to project related improvements, tree protection construction measures are recommended.

Offsite, within the median of Calvine Road, two (2) small oak trees are located just west of the subject property. Mitigation associated with traffic movements along Calvine Road, as detailed in the Transportation section below, will require the removal of these two (2) oak trees. Although these trees are under Six (6) inches dbh, the trees were planted as a mitigation requirement for a prior project (Calvine Road Widening Project, County Control No. 1995-0432) and should be replaced to ensure the prior mitigation remains satisfied. To compensate for loss of these trees, mitigation is recommended to plant two (2) 24-inch box trees consistent with the prior mitigation requirement. With Measure BIO-5, Native Oak Tree Protection, and BIO-6, Native Oak Tree Compensation, impacts related to native oak trees would be *less than significant with mitigation*.

- f. *Would the project conflict with any local policies or ordinances protecting biological resources?*

The tree inventory identified a total of 171 non-native trees. All trees are proposed for removal. Trees that are identified as dead or are in poor health are not included in the mitigation tallies. Eight (8) Blue gum (*Eucalyptus globulus*) trees numbered 17, 24, 36, 45, 52, 62, 102, and 133 were identified as dead and will not require mitigation. Additionally, trees numbered 18, 21, 22, 33, 37, 39, 53, and 63 were determined to be in poor health and will not require mitigation.

Pursuant to General Plan Policy CO-145, the project proponent must mitigate for the loss of non-native tree canopy. Trees with severe decline or canopy loss are not included in the calculations since they do not provide substantial urban benefits. In total, an estimated 21,000 square feet of non-native tree canopy will be removed. The project proposes to plant a total of 24,828 square feet of non-native tree canopy within on-site landscaping. Although the project proposes replacement tree canopy to be planted on site, Mitigation Measure BIO-5, Non-Native Tree Canopy Replacement, would be required to ensure canopy replacement compensation occurs. Project impacts will be *less than significant with mitigation*.

- g. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

As discussed above the project site contains an SSHCP Valley Grassland cover type. The impacts to land covers are shown on **Plate IS-3**. As shown, there would be 1.6 acres of Valley Grassland impacted by the proposed project. Therefore, the project must comply with the provisions of the SSHCP and associated permits

The applicant will be required to obtain a signed SSHCP authorization form from the Environmental Coordinator for potential impacts to terrestrial habitat and covered species. The project will comply with the requirements of the SSHCP, including adherence to the Avoidance and Minimization Measures (Appendix D), as well as payment of fees to support the overall SSHCP Conservation Strategy. The project is consistent with and aids in the goals set forth in the proposed SSHCP. Mitigation measure BIO-1 will require the project to participate in the SSHCP, comply with its AMMs, and pay land cover impact fees for the loss of Valley Grasslands. Impacts to Valley Grasslands will be *less than significant with mitigation*.

## ***ENVIRONMENTAL MITIGATION MEASURES***

The following mitigation measures would be implemented during construction of the project to reduce potential impacts related to biological resources.

### **BIO-1: PARTICIPATION IN THE SSHCP**

To compensate for impacts to 1.6 acres of Valley Grassland, the applicant shall obtain authorization through the SSHCP and conform with all applicable Avoidance and Minimization Measures (AMMs), as well as payment of fees necessary to mitigate for impacts to species and habitat prior to construction. Applicable SSHCP AMMs relate to the following.

- Construction Best Management Practices
- Covered Raptor Species
- Roosting Bats

The AMMs that are applicable to SSHCP covered raptor species shall also consider raptors that are afforded protections under California Fish and Game Code Section 3503.5 if construction activity (which includes clearing, grubbing, or grading) is to commence within 500 feet of suitable raptor nesting habitat between February 1<sup>st</sup> and September 15<sup>th</sup>. If no active nests are found during the survey, no further mitigation will be required. If any active nests are found, the Environmental Coordinator and California Department of Fish and Wildlife shall be contacted to determine appropriate avoidance/protective measures.

The AMMs applicable to SSHCP covered bat species (Western Red Bat) shall also consider special status bat species that are not covered by the SSHCP. If special status bat species are identified during pre-construction surveys, then project proponents shall follow the same protocol that is identified through the AMMs for Western Red Bat.

### **BIO-2: PRECONSTRUCTION SURVEYS FOR MIGRATORY NESTING BIRDS**

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

1. If construction activity (which includes clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1<sup>st</sup> and August 31<sup>st</sup>, a survey for active migratory bird nests will be conducted no more than 14 days prior to construction by a qualified biologist.
2. Trees slated for removal will be removed during the period of September through January, in order to avoid the nesting season. Any trees that are removed during the nesting season, which is February through August, will be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.
3. If active nest(s) are found in the survey area, a non-disturbance buffer, the size of which has been determined by a qualified biologist, will be established and maintained around the nest to prevent nest failure. All construction activities will be avoided within this buffer area until a qualified biologist determines that nestlings have fledged.

**BIO-3: NATIVE OAK TREE PROTECTION**

For the purpose of this mitigation measure, a native tree is defined as a valley oak (*Quercus lobata*), blue oak (*Q. douglasii*) and interior live oak (*Q. wislizenii*) having a diameter at breast height (dbh) of at least six (6) inches, or if it has multiple trunks, a combined dbh of at least 10 inches.

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree. Removing limbs which make up the dripline does not change the protected area.
2. Chain link fencing or a similar protective barrier shall be installed one (1) foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root system.
3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.
4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees.
5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.
6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees to the fullest extent practicable. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.
7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six (6) inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a six (6) inch depth.
8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.
9. No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the driplines of the oak trees.
10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines".

11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two (2) feet away from the base of the trunk. The only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.
13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two (2) to resume watering (provided that the sprinkler is not wetting the tree's trunk. Deep water every two (2) weeks and suspend watering two (2) weeks between rain events of one (1) inch or more.

#### **BIO-4: NATIVE OAK TREE REPLACEMENT**

For the removal of two (2) oak trees within the Calvine Road Median, replacement native oak trees shall be planted at locations that are authorized by the Environmental Coordinator. Native trees include: valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first.

Equivalent compensation based on the following ratio is required:

- One (1) 24-inch box tree = two (2) inches dbh for each oak tree removed.

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

1. Species, size and locations of all replacement plantings and < six (6) inch dbh trees to be preserved
2. Method of irrigation
3. If planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot-deep boring hole to provide for adequate drainage
4. Planting, irrigation, and maintenance schedules;

5. Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a three (3) year establishment period, and to replace any of the replacement trees which do not survive during that period.
6. Designation of 20-foot root zone radius and landscaping to occur within the radius of trees < six (6) inches dbh to be preserved on-site.

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

**BIO-5: NON-NATIVE TREE CANOPY REPLACEMENT**

Removal of non-native tree canopy will be mitigated by creation of new tree canopy equivalent to the acreage of nonnative tree canopy removed or by payment of mitigation fee into the County Tree Preservation Fund. New tree canopy acreage will be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species.

**VI. CULTURAL RESOURCES**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***ENVIRONMENTAL SETTING***

An Archaeological and Architectural History Resources Inventory and Evaluation Report was prepared for the project by ECORP Consulting, Inc. in March 2024. The project area is situated in a business and commercial setting in an unincorporated section of Sacramento County south of the City of Sacramento and north of the City of Elk Grove. Calvine Road, a main roadway, borders the project parcel to the south, and commercial and business buildings with paved parking lots are located to the north, west, and east. The project parcel is a mostly undeveloped vacant lot that contains small-to-medium tall grasses and weeds. Eucalyptus trees border the northern, northwestern, and eastern boundaries of the project parcel. Strawberry Creek is located approximately 0.35-mile south of the project area. The soil composition is formed from alluvium from Strawberry Creek and the age of the underlying soil is consistent with the timeframe of early human occupation.

## **IMPACT DISCUSSION**

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

A North Central Information Center (NCIC) record search report dated January 30, 2024, determined that three (3) previously recorded historic-period cultural resources are located within a half mile of the project parcel. All three (3) resources are associated with 19<sup>th</sup> and 20<sup>th</sup> century road development and railroad activities. One (1) of which was recorded within the project parcel. Given the history of upgrades and widening of roadway infrastructure, the roadway recorded within the project parcel lacks historical significance and does not meet eligibility criteria as an individual resource, nor as part of any known or suspected historic district, nor as a locally eligible resource in Sacramento County. Although the likelihood of a historical resource discovery is low, there is a potential for the discovery of historic resources whenever there is ground disturbance. Mitigation measure CR-1 is recommended in the event unanticipated discoveries are encountered. Therefore, the project is not expected to result in a substantial adverse change in the significance of a historical resource. Project related impacts to historic resources are ***less than significant with mitigation***.

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

The NCIC records search conducted as part of the cultural resources evaluation prepared by ECORP Consulting, Inc. did not yield pre-contact cultural resources in the project parcel. However, although the likelihood of an archaeological resource discovery is low, there is a potential for the discovery of archaeological resources whenever there is ground disturbance. Mitigation measure CR-1 is recommended in the event unanticipated discoveries are encountered. Project related impacts to archaeological resources will be ***less than significant with mitigation***.

- c. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

The project parcel has not been used as a cemetery and there are no known burial sites located within or adjacent to the project parcel. The likelihood of human remains being found is low, but there is a potential for the discovery of human remains whenever there is ground disturbance. Mitigation Measure CR-2 is recommended in the event unanticipated discoveries are encountered. Project related impacts to archaeological resources will be ***less than significant with mitigation***.

## **ENVIRONMENTAL MITIGATION MEASURES**

The following mitigation measures would be implemented during construction of the project to reduce potential impacts related to cultural resources.

### **CR-1: UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES**

If previously unknown cultural resources are discovered during earthmoving activities, immediately cease work in the vicinity of the find and notify the Sacramento County Department of Planning and Environmental Review. A retained qualified archaeologist will be consulted to

determine whether the resource requires further study. The archeologist will 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 Public Resources Code 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 will 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).

### **CR-2: UNANTICIPATED DISCOVERY OF HUMAN REMAINS**

In the event of an accidental discovery or recognition of any human remains, Public Resources Code 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 will be taken:

1. There will 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 Public Resources Code Section 5097.98, or
2. Where the following conditions occur, the landowner or his/her authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant 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.

**VII. ENERGY**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***ENVIRONMENTAL SETTING***

The Sacramento Municipal Utility District (SMUD) is the primary provider of electric service in the planning area. Pacific Gas and Electric Company (PG&E) provides natural gas to all customers in the Vineyard community.

Energy use during construction is temporary and typically includes the consumption of fossil fuels, electricity, and natural gas for the operation of construction equipment and vehicles. Operational energy use for gas station and retail projects is typically in the form of fossil fuels for vehicular deliveries and electricity for the operation of indoor facilities and exterior lighting.

***REGULATORY SETTING***

The California Building Standards Code, Title 24, applies to all building occupancies, and related features and equipment, throughout California. The California Green Building Standards Code (CALGreen Code) is a subsection of Title 24 which mandates green building standard code for all buildings within the State.

Section 2449 of the California Code of Regulations, Title 13, Chapter 9, Article 4.8 requires minimizing non-essential idling of construction equipment during construction. This requirement applies to all construction activities.

***IMPACT DISCUSSION***

- a. *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

**SHORT-TERM CONSTRUCTION**

The use of energy resources by construction equipment and vehicles would fluctuate according to the phase of construction and would be temporary. Upon completion of the project, all construction activities would cease. Contractors would comply with Section 2449 of the California Code of Regulations, Title 13, Chapter 9, Article 4.8, which requires minimizing non-essential idling of construction equipment during construction. Compliance with Section 2449 would limit wasteful and unnecessary energy consumption. Construction would require the use of nonrenewable construction material, such as concrete, metals, and

plastics. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation, and construction of the project facility itself. The scope of construction activities is minimal with removal activities occurring in short periods. Large amounts of energy would not be expended, and all construction vehicles would comply with federal and State standards for on- and off-road vehicles (e.g., emission standards set by the California Air Resources Board [CARB]), meaning wasteful usage of energy would not occur. Therefore, construction-related impacts would be *less than significant*.

### **OPERATIONAL ELECTRICITY**

Sacramento Metropolitan Utility District (SMUD) provides electric service to the project area. According to Appendix A: Air Quality and Greenhouse Gas Emissions Assessment, the proposed project is expected to use 2,160,745 Kilowatt-hour per year (KWh/year). According to the California Energy Commission's California Energy Demand 2018-2030 Revised Forecast, Figure 59 Historical and Projected Baseline Consumption, Northern California Non-California ISO (NCNC) Planning Area, the total electricity demand in NCNC's service area is forecast to increase by approximately 5,000 gigawatt hours (GWh) – or five (5) billion kWh – between 2018 and 2030. The increase in electricity demand from the proposed project would represent an insignificant percent increase compared to overall demand in NCNC's service area. Additionally, while the project will introduce new commercial development which will result in energy consumption, compliance with Title 24, CALGreen Code, will ensure that all project energy efficiency requirements are met. Therefore, operational impacts would be *less than significant*.

- b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Project implementation would not cause inefficient wasteful and unnecessary energy consumption, and no adverse impact would occur. The State's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Executive Order (EO) S-14-08, signed in November 2008, expanded the State's renewable portfolios standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). SB 350 increased the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

The project would be required by law to comply with enhanced building/utilities energy efficiencies mandated under the CBC (e.g., Title 24, the California Green Building Code). Therefore, the proposed project would not conflict with any State or local plans for renewable energy or energy efficiency. Impacts would be *less than significant*.

### ***ENVIRONMENTAL MITIGATION MEASURES***

None recommended.

**VIII. GEOLOGY AND SOILS**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***ENVIRONMENTAL SETTING***

**REGIONAL GEOLOGY**

The project area lies within the Great Valley geomorphic province of California (the Great Valley), which is a gently sloping to relatively flat alluvial plain. The Great Valley is bounded by the Coast Mountain Ranges on the west, the Sierra Nevada on the east, and the Klamath and Cascade Mountain Ranges on the north. The Great Valley is a trough in which sediments eroded from the

adjacent mountain ranges have been deposited since the Jurassic Era (approximately 160 million years ago) (California Geological Survey, 2002).

## **TOPOGRAPHY**

The project area is on the broad, flat alluvial plain in the Sacramento Valley of the Great Valley. The topography of the site is relatively flat with an average elevation of 50 feet above mean sea level (msl).

## **SEISMIC HAZARDS**

### ***FAULTS AND SEISMICITY***

There are no active or potentially active faults in the vicinity of the project area. The closest Alquist-Priolo Earthquake Fault Zone is located approximately 45 miles southwest of the project area, known as the Green Valley Fault (California Department of Conservation, 2022). According to the Safety Element Background of the Sacramento County General Plan, there are two (2) fault zones to the east and west of the County. The Midland Fault Zone is approximately 25 miles southwest and the Bear Mountain Fault Zone is approximately 19 miles east of the project area. The closest active fault to the project area is the Dunnigan Hills Fault, approximately 25 miles northwest.

### ***GROUND SHAKING***

Ground shaking is the result of faulting and is the primary cause of earthquake damage to man-made structures. The 2016 Earthquake Shaking Potential for California map indicates the project area is in an area with lower probability of ground shaking (Branum, Chen, Petersen, & Wills, 2016).

### ***LIQUEFACTION AND LANDSLIDES***

According to the seismic hazards identified by the California Geological Survey, the project area is not within an area designated as a liquefaction or landslide hazard (California Department of Conservation, 2022).

## **SOILS**

According to the Natural Resources Conservation Service's (NRCS) Web Soil Survey, the project area is underlain with the following soil type: San Joaquin silt loam, leveled, zero (0) to one (1) percent slopes.

## **PALEONTOLOGICAL RESOURCES**

Paleontological resources are the fossilized evidence of organisms preserved in the geologic record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits.

The project area has been previously developed with residential and commercial land uses and existing roadways. Therefore, the near surface deposits are likely comprised of Holocene-age artificial fill material. Based on the geologic mapping, the artificial fill is underlain by deposits of

Pleistocene-age Riverbank Formation, with sediments deposited approximately 130,000-450,000 before present (B.P.). Riverbank formation consists of weathered reddish gravel, sand, and silt comprising older alluvial fans and terraces of major rivers and streams in the Sacramento Valley. According to a search of the University of California Museum of Paleontology, Online Database (University of California Museum of Paleontology, 2024) there are 13 paleontological records for Sacramento County, with six (6) of them from the Riverbank Formation. Therefore, the Riverbank Formation is considered a high sensitivity for paleontological resources.

## **IMPACT DISCUSSION**

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *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? Refer to Division of Mines and Geology Special Publication 42.*

The project area is not within or adjacent to a fault zone under the Alquist-Priolo Earthquake Fault Zone Act. As described above, the nearest fault zone on the Alquist-Priolo Earthquake Fault Zoning Map is the Green Valley Fault, approximately 45 miles southwest of the project area. Therefore, implementation of the project would not directly or indirectly cause potential substantial adverse effects involving the rupture of a known fault as delineated on the most recent Alquist-Priolo Fault Zone map. Additionally, the Uniform Building Code contains applicable construction regulations for earthquake safety. Therefore, there would be ***no impact***.

ii. *Strong seismic ground shaking?*

The closest active fault to the project area is the Dunnigan Hills Fault, approximately 25 miles to the northwest. The intensity of ground shaking is dependent on the proximity to the epicenter of the site, the magnitude of the earthquake, and site soil conditions. The 2016 Earthquake Shaking Potential for California map indicates the project area has a lower probability of shaking hazard intensities. 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 impact are ***less than significant***.

iii. *Seismic-related ground failure, including liquefaction?*

Liquefaction happens when ground shaking causes water-saturated, loosely packed soils to lose strength and take on the characteristics of a fluid. Factors contributing to liquefaction include soil type, depth to groundwater, and level and duration of ground shaking. The project area is not within a liquefaction hazard zone, therefore, there would be ***no impact***.

iv. *Landslides?*

The project area is relatively flat, with existing roads and surrounding residential and commercial infrastructure. Additionally, the California Department of Conservation's Earthquake Hazards Zone Application indicates that the project area is not located in a

landslide hazard zone (California Department of Conservation, 2022). Therefore, there would be **no impact**.

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

Construction activities such as site clearing and grubbing, earthmoving activities, and excavation would result in soil disturbance, temporarily exposing soils to wind and water erosion. During construction, the contractor would be required to comply with all applicable provisions and requirements of the County's Land Grading and Erosion Control Ordinance (County Code Chapter 16.44). Additionally, since the implementation of the project would disturb more than one (1) acre of land, a project specific Stormwater Pollution Prevention Plan (SWPPP) would be required. The SWPPP would include best management practices (BMPs) and erosion control measures to be implemented during construction activities. Therefore, construction of the project would not result in substantial soil erosion, and impacts would be **a less than significant**.

c. *Would the project 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, liquefaction or collapse?*

The potential for landslides and liquefaction are minimal due to the project parcel's flat area and the depth of the groundwater table. The project would be required to conform to the most recent California Building Code (CBC). Conformance to the CBC, standard engineering practices, and design criteria would reduce the potential for substantial risks as a result of unstable soils. Therefore, impacts would be **less than significant**.

d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

According to the Soil Survey, San Joaquin Silt Loam has a high shrink-swell potential when moisture content changes. Development related to the proposed project would result in the addition of new structures and access roadways located in areas containing expansive soils that have the ability to cause structural damage to both foundations and roadways. To address this, the construction permitting process requires complete geotechnical reports for development located within areas known to contain expansive soils. The purpose of a geotechnical report is to identify potential hazards that may impact a project as well as measures which can eliminate hazardous soil conditions. Measures related to eliminating potential hazards of expansive soils can include the excavation of silts and clays to a suitable depth, the replacement of these materials with engineered fill and compacted granular fill material, or the mixing of onsite soils to achieve consistent soil composition. This effectively removes expansive soils from a project area or ensures that any expansion and contraction under the foundation is evenly distributed. In addition, structural design must conform to the criteria detailed in the UBC and CBC (Chapters 16, 18, 33, and the Appendix to Chapter 33). The codes and policies are part of the existing regulatory framework of the County and reliance on them is assumed for any new development related to the proposed project. Any project-related development will need to adhere to the existing UBC and CBC, which will ensure the maximum necessary protection available for development within areas known to contain expansive soils and will avoid substantial risk to life and property. With the provision of a geotechnical report during construction permit review and the application of any measures detailed within the geotechnical report, impacts would be **less than significant**.

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The use of septic tanks or alternative waste-water disposal systems is not included as part of the project. Therefore, there would be **no impact**.

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project parcel is currently vacant but had been developed with a single-family residence. The project parcel is surrounded by commercial and residential development on all sides. Given the level of disturbance surrounding the parcel as well as the historic disturbance of the project parcel, the project parcel is not known to contain a paleontological resource, site, or unique geologic feature. However, the portion of the project parcel which has not been historically disturbed could host a paleontological resource, site, or unique geologic feature due to having riverbank formation components. Therefore, Mitigation Measure GEO-1, which would require work to stop in case of inadvertent discovery, would be implemented and impacts related to paleontological resource would be **less than significant with mitigation**.

**ENVIRONMENTAL MITIGATION MEASURES**

**GEO-1: INADVERTENT DISCOVERY OF PALEONTOLOGICAL RESOURCES**

If paleontological resources are discovered during earthmoving activities, immediately cease work in the vicinity of the find and notify the Sacramento County Department of Planning and Environmental Review. Retain a qualified paleontologist to evaluate the resource and prepare a recovery plan based on Society of Vertebrate Paleontology Guidelines (SVP 2010). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the County to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

**IX. GREENHOUSE GAS EMISSIONS**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **ENVIRONMENTAL SETTING**

Greenhouse gases (GHG), including CO<sub>2</sub>, methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), are naturally occurring atmospheric gases that insulate Earth as part of the greenhouse effect, which is responsible for keeping temperatures on Earth conducive to life. After solar radiation is absorbed by the earth's surface, infrared radiation is emitted into the atmosphere, which is then absorbed by GHGs. Some of the infrared radiation is re-emitted back to the earth's surface, warming the atmosphere. However, human activities such as combustion of fossil fuels, have increasingly emitted excess GHGs into the atmosphere causing the greenhouse effect to intensify and Earth's climate to warm at an unprecedented rate.

The Global Warming Potential (GWP) of GHGs compares the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time the gas remains in the atmosphere (its "atmospheric lifetime"). The GWP of each gas is measured relative to CO<sub>2</sub>. Therefore, CO<sub>2</sub> has a GWP of one (1). GHGs with lower emissions rates than CO<sub>2</sub> may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO<sub>2</sub> (i.e., high GWP). For example, N<sub>2</sub>O has a GWP of 273, meaning that one (1) ton of N<sub>2</sub>O has the same contribution to the greenhouse effect as approximately 273 tons of CO<sub>2</sub>. The concept of CO<sub>2</sub> equivalence (CO<sub>2</sub>e) is used to account for the different GWP potentials of GHGs. GHG emissions are typically measured in terms of pounds or tons of CO<sub>2</sub>e and are often expressed in metric tons (MT) CO<sub>2</sub>e.

## **REGULATORY SETTING**

### **STATE OF CALIFORNIA**

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.<sup>1</sup>

### **SACRAMENTO METROPOLITAN AQMD**

As discussed in the Air Quality Section, the project area is within the boundaries of the SMAQMD. The SMAQMD has developed greenhouse gas (GHG) thresholds and screening levels to provide a consistent scale to measure the significance of land use development. The thresholds are used to evaluate a project for consistency with statewide GHG reduction targets as established in Assembly Bill (AB) 32, followed by Senate Bill (SB) 32. AB 32 is the Global Warming Solutions Act of 2006. California reached the goals set in AB 32 in 2016. As a follow up to AB 32, SB 32, which requires CARB to ensure state GHG emissions are reduced 40 percent below 1990 levels by 2030, was signed in 2016.

<sup>1</sup> 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.

## **SACRAMENTO COUNTY CLIMATE ACTION PLAN**

The County's Climate Action Plan (CAP), adopted by the Board of Supervisors in November 2024, is a comprehensive, multi objective plan that balances environmental, economic, and community interests for the reduction of GHG emissions. Strategies and measures have been identified in the CAP to meet California's 2020 and 2045 GHG reduction targets. Each measure is supported by implementing actions to reduce GHG emissions generated from current and future activities within the unincorporated areas of the County, including existing County facilities and operations. Upon implementation of the CAP, projects being proposed in unincorporated areas of the County would need to demonstrate compliance with applicable measures and actions.

### **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 Land Use and Climate Innovation (previously Planning and Research (OPR)) 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 (Table IS-9: ). SMAQMD's technical support document, "Greenhouse Gas Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 metric tons of CO<sub>2e</sub> per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO<sub>2e</sub> 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 (1) or more charging stations.

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-10. Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. For projects that exceed 1,100 metric tons per year, then compliance with BMP 3 is also required:

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

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

**Table IS-9: SMAQMD Thresholds of Significance for Greenhouse Gases**

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

**IMPACT DISCUSSION**

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

GHG impacts were assessed and described within the Air Quality and Greenhouse Gas Emissions Assessment dated April 2024 by Ecorp Consulting (Appendix A). GHG impacts were assessed in accordance with methodologies recommended by the SMAQMD. Emissions were modeled using the CalEEMod software, version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction generated air pollutant emissions were calculated primarily using CalEEMod model defaults for Sacramento County. The GHG modeling assumed that natural gas would not be utilized during project operations.

**CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS**

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table IS-10 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

**Table IS-10: Construction Related Greenhouse Gas Emissions**

Emission Source	CO <sub>2</sub> e (Metric Tons/Year)
Calendar Year One	170
Calendar Year Two	168
SMAQMD Construction Threshold	1,100

<b>Exceed SMAQMD Threshold?</b>	<b>No</b>
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As shown in **Table IS-10**, Project construction would result in the maximum generation of 170 metric tons of CO<sub>2</sub>e over the first calendar year of construction, which is below the SMAQMD significance threshold.

Therefore, construction-related GHG impacts are considered *less than significant*.

### **OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS**

Operation of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in **Table IS-11**.

**Table IS-11: Operational Related Greenhouse Gas Emissions**

<b>Emission Sources</b>	<b>CO<sub>2</sub>e Emissions (Metric Tons/Year)</b>
Mobile	1,645
Area	0.29
Energy	290
Water	5
Waste	31
Refrigeration	185
Total	<b>2,156</b>
SMAQMD Operational Threshold	1,100
<b>Exceed SMAQMD Threshold?</b>	<b>Yes</b>

*Notes: Emission projections are predominately based on the land use mix identified in Section 1.0 of this report and traffic trip generation rates from Fehr & Peers (2024). SMAQMD Tier 1 BMP 1, which requires that all development be designed and constructed without natural gas infrastructure, is included in the modeling calculations per mitigation measure GHG-1.*

As shown in **Table IS-11**, even with implementation of the Tier 1 BMPs, the project will exceed the SMAQMD Operational Threshold of 1,100 MT of CO<sub>2</sub>e per year. As SMAQMD's threshold would be exceeded, the project would also be required to meet the Tier 2 BMP to be considered to have a less than cumulatively considerable contribution of GHG emissions. The Tier 2 BMP (BMP-3) requires retail projects to achieve a no net increase in total VMT to show consistency with SB 743.

According to the California Office of Planning and Research's (OPR's) Technical Advisory on Evaluating Transportation Impacts in CEQA, local serving retail, stores 50,000 square feet in floor area or less, generally would be considered local serving (OPR 2018). According to OPR, "local-serving retail development tends to shorten trips and reduce VMT" (OPR 2018, page 16) thus, in general, local serving retail development would be assumed to have a less-than-significant transportation impact. The project's total retail space would be approximately 12,500 square feet in floor area and would be considered local serving (Sacramento County 2023) and is considered to already meet the requirements of BMP-3.

In order to meet SMAQMD operational GHG thresholds mitigation is recommended to include Teir 1 Best Management Practices. The impacts from GHG emissions are *less than significant with mitigation*.

- b. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The project is consistent with County policies adopted for the purpose of reducing the emission of greenhouse gases; therefore, impacts be *less than significant*.

## ***ENVIRONMENTAL MITIGATION MEASURES***

### **MITIGATION MEASURE GHG-1: GREENHOUSE GASES**

The project is required to incorporate the Tier 1 Best Management Practices or propose Alternatives that demonstrate the same level of GHG reductions as BMPs 1 and 2, listed below. At a minimum, the project must mitigate natural gas emissions and provide necessary wiring for an all-electric retrofit to accommodate future installation of electric space heating, water heating, drying, and cooking appliances.

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

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

2. If the project proponent chooses to propose an alternative to the above BMPs, they will need to submit documentation, to the satisfaction of the Environmental Coordinator, demonstrating that the alternatives are equivalent to Tier 1 BMPs. Documentation shall be submitted to the Environmental Coordinator prior to final approval of grading, improvement plans or building permits, whichever occurs first.

3. Upon implementation of the CAP, in lieu of the measures above, the project may demonstrate consistency with the CAP by implementing applicable GHG reduction measures and/or demonstrating consistency with performance standards associated with such measures, as outlined in a CAP Consistency Review Checklist adopted by Sacramento County. The CAP Consistency Checklist will ensure that the specified GHG reduction measures applicable to new development projects and performance standards are met.

**X. HAZARDS AND HAZARDOUS MATERIALS**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project area is in an urban area on the north side of Calvine Road adjacent to the City of Elk Grove. There are residential homes, commercial properties, and two (2) schools on either side of Calvine Road within the project vicinity (within one (1) mile).

**REGULATORY SETTING**

The Hazardous Materials Division of the Sacramento County Environmental Management Department (EMD) has been designated by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Sacramento County. As the CUPA, the Environmental Compliance Division is responsible for the implementation of six (6) statewide environmental programs for Sacramento County, including underground storage of hazardous substances. Program implementation involves permitting and inspection of regulated facilities, providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations, investigations of complaints regarding spills or unauthorized releases and administrative enforcement actions levied against facilities that have violated applicable laws and regulations. Fuel station operators are required to submit an application for permits to install, upgrade, repair, or remove underground storage tanks (USTs) to County EMD. The CUPA also

coordinates with State and Federal agencies during the remediation process, when protective measures fail and a release occurs.

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

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

### **UNDERGROUND STORAGE TANK DESIGN STANDARDS**

New USTs are held to rigorous design standards to minimize the possibility of releasing hazardous materials. There are three (3) basic causes of release, including spills, overfilling, and/or tank corrosion. Each of these causes can be addressed and theoretically prevented by design standards and practices.

Many UST releases occur during the fuel delivery process. These releases are usually the result of human error and can be avoided with the proper application of industry standard practices for tank filling. There are also design features that can offset human error, such as catchment basins (essentially, a bucket sealed around the fill pipe) to contain small spills.

Overfilling can also occur due to mistakes in the fuel delivery process, and large volumes of material can be released at the fill pipe and through loose fittings at the top of the tank or through a loose vent pipe. New USTs are required to include overfill protection devices during installation. These devices include an automatic shutoff, overfill alarms, and ball float valves (a device which restricts the amount of vapor that flows into a vent line during the fueling process).

Unprotected, underground metal components of the UST system can corrode and release hazardous material into the environment. Corrosion can begin as pitting in the metal surface, and as the pitting becomes deeper, holes may develop. In addition to tanks and piping, metal components can include flexible connectors, swing joints, and turbines. All metal UST system components that are in contact with the ground and routinely contain product must be protected from corrosion. All USTs installed after December 22, 1988, must meet one (1) of the following performance standards for corrosion protection:

- Tank and piping completely made of noncorrosive material, such as fiberglass-reinforced plastic.
- Tank and piping made of steel having a corrosion-resistant coating AND having cathode protection.

- Tank made of steel clad with a thick layer of noncorrosive material (this option does not apply to piping).
- Tank and piping are installed without additional corrosion protection measures provided that a corrosion expert has determined that the site is not corrosive enough to cause a release due to corrosion during its operating life and owner/operators maintain records that demonstrate compliance with this requirement.
- Tank and piping construction and corrosion protection are determined by the implementing agency to be designed to prevent the release or threatened release of any stored, regulated substance in a manner that is no less protective of human health and the environment than the options listed above.

UST systems must also be designed, constructed, and installed in accordance with a national code of practice and according to manufacturer's instructions. Furthermore, all regulated tanks and piping must have release detection so that leaks are discovered quickly before contamination spreads from the UST site. Every UST system must include release detection (often also called "leak" detection) that meets three (3) basic requirements:

1. Leaks can be detected from any portion of the tank or its piping that routinely contains petroleum;
2. Leak detection is installed, calibrated, operated, and maintained in accordance with the manufacturer's instructions; and
3. Leak detection meets the performance requirements described in the federal regulations.

### ***IMPACT DISCUSSION***

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

#### **UNDERGROUND FUEL STORAGE TANKS**

The proposed project will include two (2) underground fuel storage tanks. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. Installation of underground fuel storage tanks is regulated by local, state, and federal hazardous materials regulations. Current design standards and regulatory oversight ensure that the potential for soil and groundwater contamination through tank leakage is significantly reduced when compared to older standards. If a release does occur, there are standard site remediation procedures that would be initiated to determine the extent of contamination and to clean up the site. However, the regulatory oversight of USTs, the rigorous tank design standards, required practices and established remediation programs would ensure that the probability of a serious release is extremely low. Therefore, impacts related to hazardous materials storage and the release of potentially hazardous materials into the environment are *less than significant*.

#### **ROUTINE TRANSPORT & HANDLING OF FUELS**

The proposed project would not expose people or structures to significant hazards or substantial adverse effects related to the hazardous materials. Businesses that handle, use,

and store hazardous materials are subject to the Hazardous Material Business Plan Program, which is regulated by the Environmental Health Division of the EMD as part of the CUPA. The purpose of the program is to protect public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials and requires the preparation of a document that provides an inventory of hazardous materials onsite, emergency plans and procedures in the event of an accidental release, and training for employees on safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on what to do if materials are inadvertently released. As such, impacts related to the use and handling of potentially hazardous materials are *less than significant*

- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

As detailed in section a) above, the regulatory oversight of USTs, the rigorous tank design standards, and required practices and established remediation programs would ensure that the probability of an upset condition involving the release of hazardous materials into the environment is extremely low. Therefore, impacts related to the accidental release of hazardous materials into the environment are *less than significant*.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Although there are no schools within a quarter mile of the project site, there are schools in the vicinity of the project site. The Calvine Alternative High School is located approximately 0.27-miles west of the project site, as measured from property line to property line, and a Merry Hill Elementary School and Preschool are located approximately a half-mile east of the project parcel. Other sensitive receptors include a child day care facility located on the northerly adjacent parcel and a multi-family apartment complex on the northwesterly adjacent parcel (both approximately 380-feet north of the proposed fueling island), and residential homes approximately 365-feet west of the project site as measured from property line to property line and approximately 415 feet as measured from the pumping area to the residential property line.

SMAQMD does not have any regulations requiring a minimum distance between sensitive receptors (e.g., residences) and gasoline dispensing operations. CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) recommends avoiding siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6-million gallons or greater of fuel per year). The CARB Handbook recommends a 50-foot separation for typical gas dispensing facilities. The annual throughput for the project is anticipated to be 1.9-million gallons per year and is considered a typical gas station and the fueling areas are farther than the 50-foot recommended separation for typical dispensing facilities and sensitive receptors.

Based on the lack of specific regulations relating to residences and gas station distances and that the facility is well beyond the 50-foot recommended separation distance, hazards from operation of the proposed gas station in proximity to sensitive receptors are considered *less than significant*.

- d. *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The project area is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5; therefore, there would be **no impact**.

- e. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

During construction of the project, there is potential for temporary lane closures to allow for construction equipment movement and activities. However, these closures would be temporary and would not physically interfere with emergency response or emergency evacuation plan additionally, 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**.

- f. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Based on fire hazard maps published by the California Department of Forestry and Fire Protection (CalFire), the project site is not located within an identified State or Local fire hazard area. The proposed project would be constructed in accordance with fire codes established in the Uniform Building Code, CBC, and Sacramento Metropolitan Fire District laws, ordinances, regulations, and standards. Impacts would be **less than significant**.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XI. HYDROLOGY AND WATER QUALITY**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				

i. result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

**SURFACE WATER**

**REGIONAL HYDROLOGY**

The project area is in an urbanized area of the Vineyard community, adjacent to the City of Elk Grove within the Sacramento River Basin. The Sacramento River Basin encompasses approximately 27,000-square miles and is bounded by the Sierra Nevada to the east, Coast Ranges to the west, Cascade Range and Trinity Mountains to the north, and the Delta to the southwest. The project area is situated within the Strawberry Creek watershed.

The existing drainage system within the project area consists of storm drainpipes which allow runoff from properties in the vicinity. The subject property will connect with the existing piped system immediately south of the project site at Calvine Road.

**FLOODING**

According to the Federal Emergency Management Agency (FEMA) National Flood Hazard layer, the project area is within Zone X-500. Zone X-500 is an area of minimal flood hazard from the principal source of flood in the vicinity and determined to be within the limits of the one (1) and 0.2 percent chance floodplain. The project site is also noted to be within a local flood hazard area.

**GROUNDWATER**

**SUSTAINABLE GROUNDWATER MANAGEMENT**

The County is within the Sacramento Valley Groundwater Basin (Basin) which is underlain by an extensive alluvial aquifer system encompassing approximately 3,780,180 acres and divided into

18 subbasins (California Department of Water Resources, 2015). The project area is in the southern portion of the Sacramento Valley - South American Groundwater Subbasin (South American Subbasin). The subbasin is bounded on the east Sierra Nevada, on the west by the Sacramento River, on the north by the American River, on the south by the Cosumnes and Mokelumne Rivers and encompasses approximately 248,000 acres (GEI Consultants, 2022).

A draft Groundwater Sustainability Plan for the South American Subbasin was prepared and submitted to the California Department of Water Resources (CA DWR) in January 2022 and approved in July 2023. As required by the Sustainable Groundwater Management Act (SGMA), the Groundwater Sustainability Plan includes a description of the setting, hydrogeological conceptual model, comprehensive water budget, basin-wide monitoring network, sustainable management criteria, and projects and management actions necessary to ensure sustainability of the subbasin. Modeling conducted for the Groundwater Sustainability Plan, including the projected conditions water budget scenario indicates that the South American Subbasin is projected to maintain sustainable conditions under conditions of future planned growth and with anticipated climate change impacts. The Groundwater Sustainability Plan contains a description of specific projects and management actions that will be undertaken in the South American Subbasin to promote groundwater sustainability, including continued conjunctive use (i.e., a mix of groundwater and surface water) in urban areas, and continued water demand management throughout the subbasin.

### ***GROUNDWATER QUALITY***

Generally, the quality of groundwater in the South American Subbasin is generally of good quality and meets local needs for municipal, domestic, and agricultural uses. Several water quality parameters including nitrate, total dissolved solids (TDS), arsenic, hexavalent chromium, and per- and polyfluoroalkyl substances (PFASs) have been monitored at numerous wells in the sub basin over time. Data obtained from the Groundwater Ambient Monitoring and Assessment Program (GAMA) and other data sources has been summarized and evaluated. In data spanning multiple decades, nitrate concentrations have remained consistently below the maximum contaminant level (MCL) of 10 mg/L as N and TDS concentrations have generally been lower than the recommended secondary maximum contaminant level (SMCL) of 500 mg/L. Arsenic data collected from the 1980s to present show concentrations exceeding the MCL of 10 µg/L in isolated areas in the upper aquifer of the SASb, with few exceedances in the lower aquifer. Hexavalent chromium and PFASs were monitored beginning in 2001 and 2017, respectively. Hexavalent chromium concentrations were consistently below the proposed MCL of 10 µg/L. PFOA and PFOS concentrations have been detected above State Water Board issued reporting levels at some wells in the SASb.

### ***REGULATORY SETTING***

#### **FEDERAL**

##### ***CLEAN WATER ACT***

The federal Clean Water Act and subsequent amendments, under the enforcement authority of the US Environmental Protection Agency (USEPA), was enacted “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” The purpose of the act is to protect and maintain the quality and integrity of the nation’s waters by requiring states to develop and implement state water plans and policies. The Clean Water Act also sets water quality standards for surface waters and established the National Pollutant Discharge Elimination System

(NPDES) program to protect water quality, such as under Section 402, which outlines the NPDES program, including Section 402(p), which governs stormwater permitting. The Clean Water Act authorizes the USEPA to implement pollution control programs such as setting wastewater standards for industry. In California, implementation and enforcement of the act is conducted through the California SWRCB and the nine (9) Regional Water Quality Control Boards (RWQCBs).

## **NPDES Permit**

Section 402 of the Clean Water Act contains the NPDES permit system, which regulates municipal and industrial point discharges to surface waters of the U.S. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges.

The NPDES program also regulates non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the “maximum extent practicable” using structural and non-structural best management practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing the public of the impacts of household chemicals being dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (e.g., silt fences, straw wattle, grass swales, and detention ponds). The NPDES permits that apply to the project include the Construction General Permit, as described further below.

## **STATE**

### ***PORTER-COLOGNE WATER QUALITY CONTROL ACT***

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) is the primary water quality control law in California. The Porter-Cologne Act established the SWRCB and divided the State into nine (9) regional basins, each overseen by a RWQCB. The nine (9) RWQCBs have the primary responsibility for the coordination and control of water quality within their respective jurisdictional boundaries. The Porter-Cologne Act requires the RWQCBs to establish water quality objectives while acknowledging that water quality may be changed to some degree without unreasonably affecting beneficial uses. Water quality objectives are limits or levels of water quality constituents or characteristics established for the purpose of protecting beneficial uses. Designated beneficial uses, together with the corresponding water quality objectives, also constitute water quality standards under the federal Clean Water Act. Therefore, the water quality objectives form the regulatory references for meeting State and federal requirements for water quality control. Designated beneficial uses for water bodies on the project site are described in the regional regulatory section (under Water Quality Control Plan [Basin Plan]).

### ***NPDES CONSTRUCTION GENERAL PERMIT***

Construction associated with projects that would disturb more than one (1) acre of land surface affecting the quality of stormwater discharges into waters of the U.S. are subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, NPDES No. CAS000002).

The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb one (1) acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than one (1) acre of land surface. The permit regulates stormwater discharges associated with

construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The Construction General Permit requires that construction sites be assigned a Risk Level of One (low), Two (medium), or Three (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management “housekeeping”
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which includes specific BMPs designed to prevent sediment and pollutants from contacting stormwater from moving off-site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

## **LOCAL**

### ***SACRAMENTO COUNTY WATER QUALITY: EROSION AND GRADING***

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 (1) 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.

### **IMPACT DISCUSSION**

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Although construction of the project would not result in direct disturbances to any surface water features, ground-disturbing activities and equipment and vehicle use during project construction have the potential to result in erosion or other pollutants that could runoff from the project area into adjacent drainage systems.

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 (1) 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 (1) or more acres are required to comply with the State's General Stormwater Permit for Construction Activities. The Construction General Permit is issued by the State Water Resources Control Board (<http://www.waterboards.ca.gov/stormwtr/construction.html>) and enforced by the Central Valley Regional Water Quality Control Board. Coverage is obtained by submitting a Notice of Intent (NOI) to the State Board prior to construction. The General Permit requires preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP) that must be kept on site at all times for review by the State inspector.

Applicable projects applying for a County grading permit must show proof that a NOI has been filed and must submit a copy of the SWPPP. Although the County has no enforcement authority related to the Construction General Permit, the County is required by its Municipal Stormwater Permit to verify that SWPPPs include six (6) minimum components.

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

Erosion controls should always be the first line of defense, to keep soil from being mobilized in wind and water. Examples include stabilized construction entrances, tackified mulch, three (3) step hydroseeding, spray-on soil stabilizers and anchored blankets. Sediment controls are the second line of defense; they help to filter sediment out of runoff before it reaches the storm

drains and local waterways. Examples include rock bags to protect storm drain inlets, staked or weighted straw wattles/fiber rolls, and silt fences.

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

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

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

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

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. Therefore, the impact is *less than significant*.

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

As described above, the project area is within the South American Subbasin, which encompasses an area of approximately 248,000 acres. Construction of the project would result in an increase in impervious surface area by constructing new parking lot and drive aisle pavement as well as by improving pedestrian facilities by filling sidewalk gaps. These developments would result in an increase in the impervious surface area within the South American Subbasin. However, the increase in impervious surface area from the implementation of the project would not substantially interfere with groundwater recharge that would impede groundwater management in the basin.

Water may be used for dust suppression during construction of the project; however, any construction water use would be limited in volume and from off-site sources. The project site is within the California American Water Service area and would connect to existing service infrastructure in the immediate project area. Project development consistent with the existing zoning does not represent a significant increase in water usage. Therefore, impacts would be *less than significant*.

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- i. *result in a substantial erosion or siltation on- or off-site;*

As described in Impact a) above, construction activities would be required to comply with the requirements and standards in the County's Stormwater Management and Discharge Control Ordinance (County Code Chapter 15.12) and the County's Land Grading and Erosion Control Ordinance (County Code Chapter 16.44). Therefore, construction would not result in substantial erosion or siltation on or off site, and this impact would be ***less than significant***.

- ii. *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;*  
or

As detailed in c i. above, stormwater devices will be built into the project to attenuate off site flows and the project will not substantially increase surface runoff that will result in flooding. Onsite runoff will be collected in underground storm drain facilities, including a series of 30-inch sewer drain detention pipes to store a portion of the volumetric difference between pre-condition 100-year, 24-hour storm event and post-condition 100-year, 24-hour storm event. A 2,819.34 square foot StormCapture vault with 4.6-foot high 18-inch rectangular notched riser and 1.43-inch orifice is proposed to meet hydromodification requirements. The onsite sewer drain manhole connected to the vault will have Contech storm filters, and the most downstream onsite sewer drain manhole will have full trash capture device outfall pipe. The onsite storm drain system will be connected to the existing 42-inch sewer drain in Calvine Road. All proposed trash enclosures will be hydraulically isolated and will drain into their designated open bottom bio-retention planters. SacCalc was used for 100-year, 24-hour analysis, which found the existing and proposed 100-year runoff was computed as 4.2 and 6.6 cubic-feet per second, respectively. The volumetric difference between the two (2) SacCalc generated computations is 15,851 cubic feet. The increased runoff of the 100-year, 24-hour storm event will be mitigated for with underground detention pipes and on-surface storage. On-site storage of stormwater would provide 16,452 cubic feet of space, which exceeds the calculated increase of 15,851 cubic feet of stormwater flow. Therefore, impacts would be ***less than significant***.

- iii. *impede or redirect flood flows?*

The project site is located within a Zone X-500 and is within a local flood hazard area. The Sacramento County Department of Water Resources (DWR) reviewed the project (M. Durkee 8/8/2024) and indicated that the project must prepare a Level Four drainage study prior to Improvement and Grading Plan submittal. A Level Four drainage study consists of a detailed design analysis of the project's drainage system that will lay the groundwork for project improvement plans. The Level Three drainage report was reviewed and approved by DWR. Additional conditions include compliance with minimum floor elevations pursuant to the Sacramento County Floodplain Management Ordinance along with conditions related to compliance with County ordinances, standards, and state and federal law. Compliance with DWR's conditions of approval will ensure that environmental impacts related to flood flows are ***less than significant***.

- d. *Would the project develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?*

The project parcel is not located in an area that is subject to 200-year ULOP area. Therefore, there would be **no impact**.

- e. *Would the project result in flood hazard, tsunami, seiche zones, or risk release of pollutants due to project inundation?*

The project area is within FEMA designated Zone X-500 year. The project area is not within a tsunami or seiche zone. A site specific SWPPP would be developed for the project as part of compliance with the SWRCB Construction General Permit requirements. Therefore, the risk of release of pollutants due to inundation would be minimal and impacts would be **less than significant**.

- f. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Construction of the project would include compliance with all regulatory requirements including the development of a site specific SWPPP, adherence to the SWRCB Construction General Permit requirements, and following the conditions in the County's Stormwater Ordinance. Additionally, although the project would result in an increase in impervious surface area, construction and operation of the project would not decrease groundwater supply or inhibit groundwater recharge. Therefore, implementation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and there would be **no impact**.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XII. LAND USE AND PLANNING**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project is located within an urbanized area along Calvine Road adjacent to the City of Elk Grove. The project parcel is located within the Vineyard Community Plan. The Vineyard Community Plan assumed that urbanization would be localized in the extreme southwest corner of the Vineyard Community. The project parcel is located within the southwest corner of the Vineyard Community on an undeveloped parcel surrounded by parcels developed with urban

uses. The project is located within the Commercial and Offices General Plan Land Use Designation which provides for a full range of neighborhood, community and regional shopping centers and a variety of business and professional offices and is zoned for commercial uses. The project parcel is not located within a specific plan or special planning area.

### **GENERAL PLAN**

The County's General Plan consists of 16 elements that outline the long-range vision for development within the County focused on existing needs and character of the County. The Land Use Element establishes a land use classification system as well as land use policies. Within the project area, Calvine Road is designated as a pre-2030 thoroughfare in the General Plan, Transportation Diagram (Sacramento County, 2019b). The project vicinity includes medium density residential and commercial land use designations based on the General Plan (Plate IS-6).

### **VINEYARD COMMUNITY PLAN**

The Vineyard Community Plan (Community Plan) was adopted in 1985 as a guide for the future growth and development of the Vineyard area. There are fewer land use designations within the Community Plan as compared to the General Plan. Land use designations within the Community Plan are similar to their counterparts within the General Plan. The project vicinity includes a mix of commercial and residential land use designations based on the Community Plan identified land use designations (Plate IS-7).

### **ZONING CODE**

In addition to the General Plan and the Community Plan, the County's Zoning Code establishes land use zones with standards and regulations for development within those zones. Similar to the General Plan and Community Plan, the project area includes land use zones of Limited Commercial, High Density Multifamily Residential, and Shopping Center (Plate IS-8).

### ***IMPACT DISCUSSION***

*a. Would the project physically divide an established community?*

The project is located within an urbanized area along Calvine Road adjacent to the City of Elk Grove. The project is surrounded by multi-unit residential and commercially developed properties. The project as proposed would result in in-fill development of a vacant lot, which would not conflict with the existing land use pattern in the area or physically divide an established community. Therefore, the project would have ***no impact***.

*b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project site has a zoning designation of Light Commercial (LC). The intent of the LC zoning district is to provide an area that will offer a wide choice of retail goods and services in locations where individual small lots are desired. The proposed project would develop a gas station with convenience store, automatic carwash, and a drive-through tenant. The proposed uses are consistent with the existing zoning and no zone change would be required. The project could have environmental impacts as discussed within the topical analyses of this

document. With the application of mitigation measures as necessary, the potential environmental impacts discussed within each topical section would be less than significant. The proposed project would not conflict with applicable plans, policies, or regulations with adherence to mitigation measures identified throughout this document. Therefore, impacts would be *less than significant with mitigation*.

### ***ENVIRONMENTAL MITIGATION MEASURES***

Implement mitigation measures listed under each topical analysis section which incorporates mitigation measures.

Plate IS-6: General Plan Designation Map



Plate IS-7: Vineyard Community Plan Designation Map

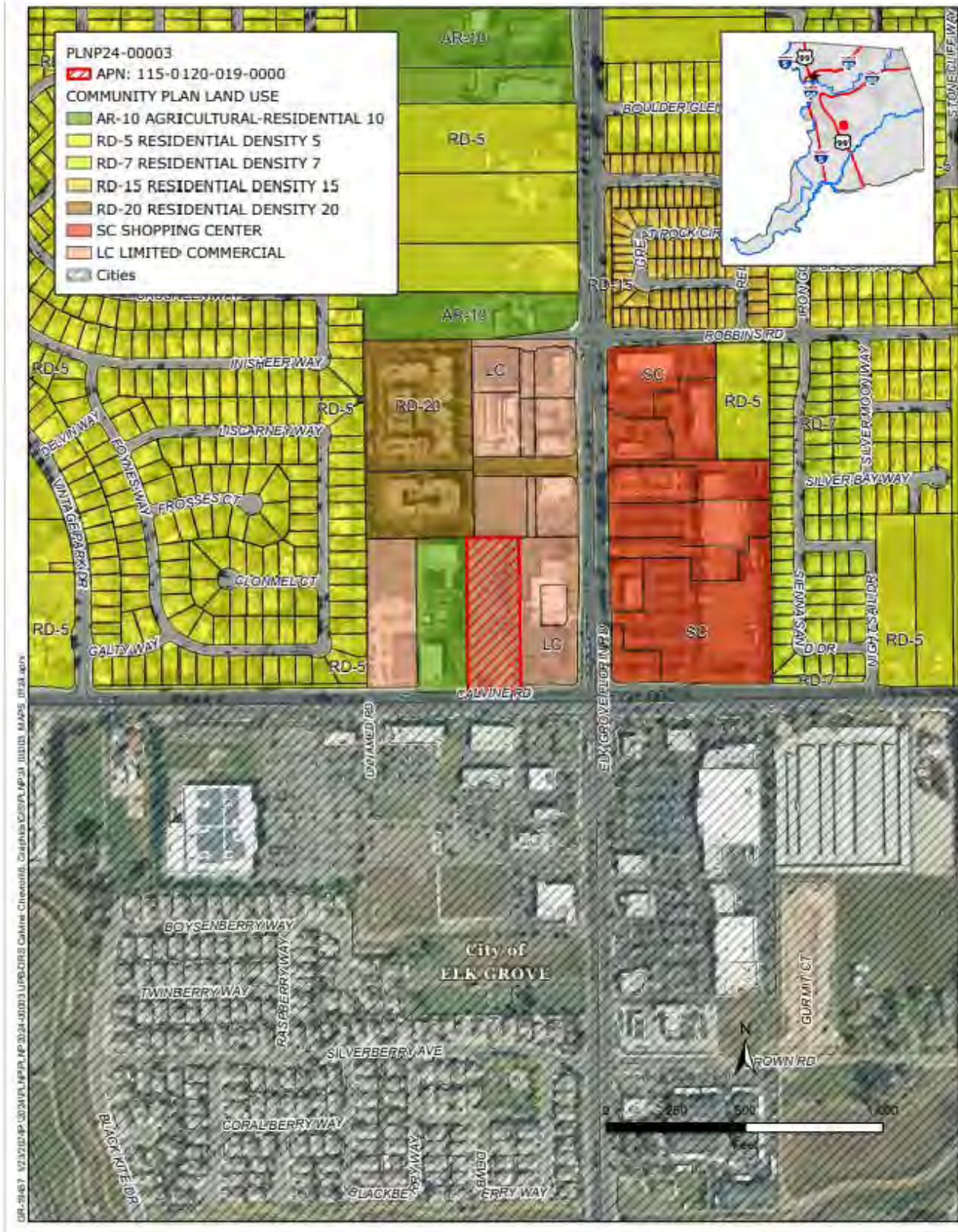
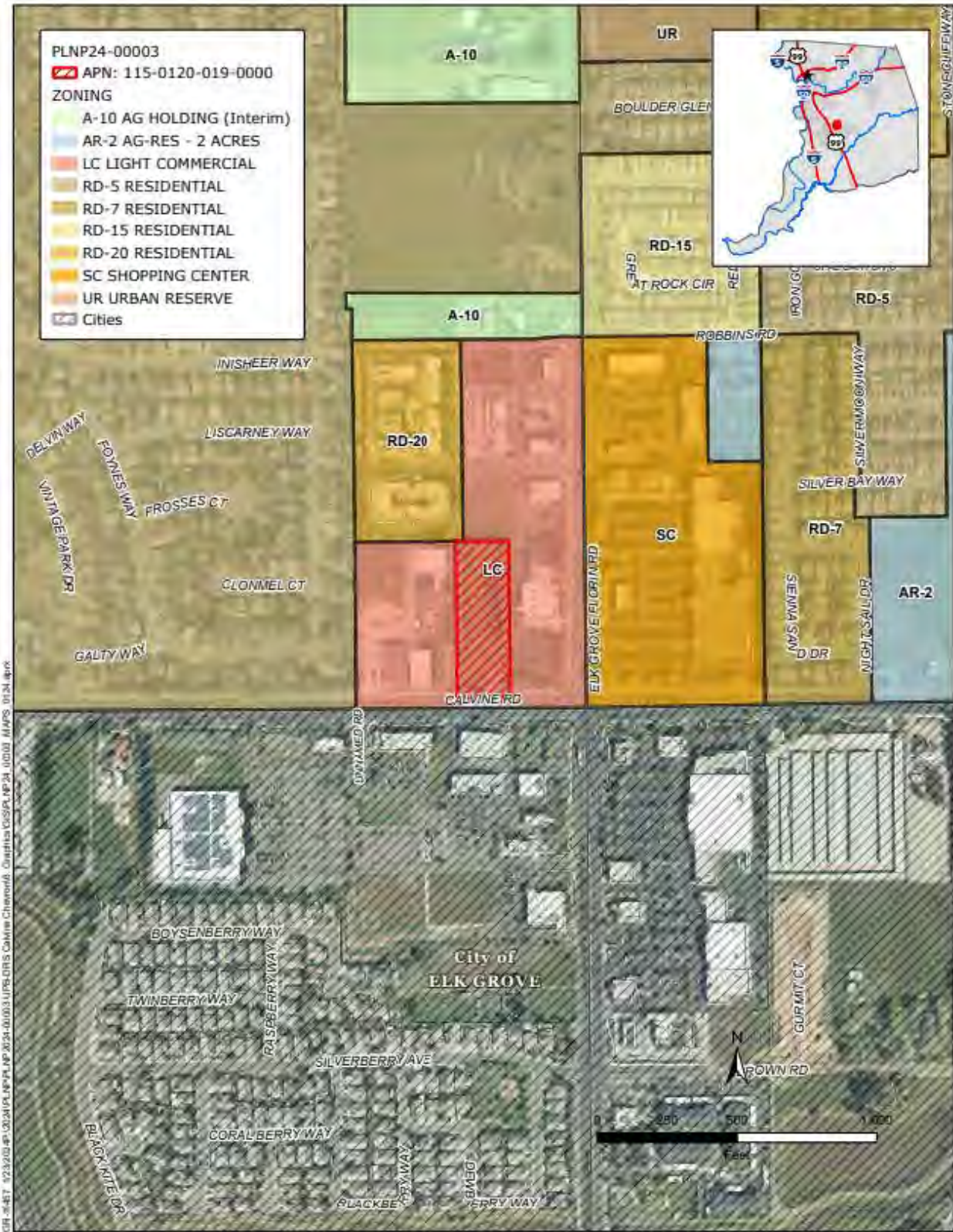


Plate IS-8: Zoning Map



**XIII. MINERAL RESOURCES**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project parcel is located north of Calvine road adjacent to the City of Elk Grove, an urbanized unincorporated area of Sacramento County. This area is within a Mineral Resource Zone (MRZ) Three area, which includes areas containing known or inferred concrete aggregate resources of undetermined mineral resource significance (California Department of Conservation, 1999). Additionally, the project parcel and surrounding vicinity are not delineated as important mineral resource recovery sites in the Sacramento County General Plan.

**IMPACT DISCUSSION**

- a. *Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?*

The project area does not contain known mineral resources; therefore, implementation of the project would not result in the loss of availability of mineral resources. There would be **no impact**.

- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The project area does not contain known mineral resources and is not delineated as a locally important mineral resource recovery site in the Sacramento County General Plan; therefore, implementation of the project would result in the loss of availability of mineral resources and there would be **no impact**.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XIV. NOISE**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***ENVIRONMENTAL SETTING***

The project site is located along Calvine Road, approximately 225-feet west of the intersection with Elk Grove Florin Road. Given the site’s location along a major roadway, the primary noise source is mobile traffic. Other noise sources in the vicinity are related to residential land uses and commercial and industrial operations.

**SENSITIVE RECEPTORS**

Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. The nearest sensitive receptors to the project site consist of single-family residences, multi-family residences, and a child day care center. The child day care center is approximately 400-feet north of the fueling canopy, as measured from the edge of canopy to the northern property line.

***INTERIOR SENSITIVE RECEPTORS***

The project site is adjacent to two (2) sensitive receptors: a multi-family apartment complex to the northwest (8350 Elk Grove Florin Road) and a child day care center to the north (8330 Elk Grove Florin Road). There are also single-family residences located approximately 370-feet west, which is beyond the multi-family apartment complex to the west.

***OUTDOOR SENSITIVE RECEPTORS***

Although there are private patios associated with each apartment unit within the multi-family apartment complex, per the General Plan Noise Element, individual patios and balconies of multi-family developments are not considered to be sensitive outdoor areas. The nearest outdoor, sensitive receptor is the child day care center which is adjacent to the project site and includes an outdoor playground.

**MOBILE TRAFFIC RELATED NOISE**

A Noise Impact Assessment was prepared for the project by ECORP Consulting dated April 2024 (Appendix E). In the assessment, existing roadway noise levels were calculated for segments of Calvine Road and Elk Grove Florin Road using the Federal Highway Administration Highway

Traffic Noise Prediction Model (FHWA-RD-77-108). The model utilizes average daily trips (ADT) counts and posted roadway speeds to estimate average vehicle noise rates. The selected segments, respective ADT, and noise levels are shown in Table IS-12.

**Table IS-12: Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
<b>Calvine Road</b>		
West of Bains Driveway	27,594	67.1
Between Bains Driveway and Walgreens Driveway	27,603	67.1
Between Walgreens Driveway and Elk Grove Florin Road	27,540	67.1
East of Elk Grove Florin Road	24,480	66.5
<b>Elk Grove Florin Road</b>		
North of Calvine Road	25,803	62.8
South of Calvine Road	23,877	62.4

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level  
Source: ECORP Consulting, 2024.

The existing traffic-generated noise levels on project-vicinity roadways currently ranges from 62.4 dBA CNEL to 67.1 dBA CNEL, 100 feet from the centerline.

## ***REGULATORY SETTING***

### **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.

Policy NO-1 of the Noise Element discusses noise receptors or sources as they relate to transportation noise. NO-1 states the following: The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Sacramento County are shown in Table 1. Where the noise level standards of Table 1 are expected to be exceeded at new uses proposed within Sacramento County which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels

to a state of compliance with the Table 1 standards. expected to be exceeded. Table 1 of the General Plan Noise element is shown in Table IS-13 below.

Policy NO-6 of the Noise Element discusses noise receptors or sources as they relate to non-transportation noise, and interior and exterior noise. NO-6 states the following: where a project would consist of or include non-transportation noise sources, the noise generation of those sources shall be mitigated so as not to exceed the interior and exterior noise level standards of Table 2 at existing noise-sensitive areas in the project vicinity. Table 2 of the General Plan Noise element is shown in Table IS-14 below.

**Table IS-13: Sacramento County Traffic and Railroad Noise Standards**

New Land Use	Sensitive Outdoor Area – L <sub>dn</sub>	Sensitive Interior Area – L <sub>dn</sub>
All Residential <sup>5</sup>	65	45
Transient lodging <sup>3,5</sup>	65	45
Hospitals and nursing homes <sup>3,4,5</sup>	65	45
Theaters and auditoriums <sup>3</sup>	None	35
Churches, meeting halls, schools, libraries, etc. <sup>3</sup>	65	40
Office buildings <sup>3</sup>	65	45
Commercial buildings <sup>3</sup>	None	50
Playgrounds, parks, etc	70	None
Industry <sup>3</sup>	65	50

Source: Table 1 of Noise Element

Notes:

1. Sensitive areas are defined in acoustical terminology section.
2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
3. Where there are no sensitive exterior spaces proposed for these uses, only the interior noise level standard shall apply.
4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation either by hospital staff or patients.
5. If this use is affected by railroad noise, a maximum (L<sub>max</sub>) noise level standard of 70 dB shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.

**Table IS-14: 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 <sup>4</sup>	55 / 75	---	35 / 55
Hospitals and nursing homes <sup>5,6</sup>	55 / 75	---	35 / 55
Theaters and auditoriums <sup>6</sup>	---	---	30 / 50
Churches, meeting halls, schools, libraries, etc. <sup>6</sup>	55 / 75	---	35 / 60

New Land Use	Outdoor Area		Interior
	Daytime	Nighttime	Day and Night
Office buildings <sup>6</sup>	60 / 75	---	45 / 65
Commercial buildings <sup>6</sup>	---	---	45 / 65
Playgrounds, parks, etc <sup>6</sup>	65 / 75	---	---
Industry <sup>6</sup>	60 / 80	---	50 / 70

Source: Table 2 of the Noise Element

Notes:

1. Table 2 standards shall be reduced by five (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 five (5) dB increments to encompass the ambient noise.
2. Sensitive areas are defined in the acoustic terminology section.
3. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in closed positions.
4. Outdoor activity areas of transient lodging facilities are not commonly used during nighttime hours.
5. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
6. The outdoor activity areas of these uses (if any) are not typically utilized during nighttime hours.
7. Where median ( $L_{50}$ ) noise level data is not available for a particular noise source, average ( $L_{eq}$ ) 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.

## **IMPACT DISCUSSION**

- a. Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

### **CONSTRUCTION**

Construction noise associated with the proposed project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction. Sacramento County Code Section 6.68.90 exempts noise associated with construction, repair, remodeling, demolition, paving, or grading, provided that the activities do not take place between the hours of 8:00p.m. to 6:00a.m., Monday through Saturday and 8:00p.m. to 7:00a.m. on weekends. With adherence to allowed construction timeframes, construction noise impacts would be *less than significant*.

### **OPERATIONS**

Implementation of the proposed project would create new sources of noise in the project vicinity. The noise assessment prepared for the project evaluated long-term operation of the proposed project for the following: 1) potential exterior traffic related impacts caused by increased traffic volumes associated with the project; and 2) potential exterior non-transportation related impacts caused by operation of proposed project facilities.

In regard to transportation noise sources, future traffic noise levels throughout the project vicinity for the proposed project were modeled based on the traffic volumes identified by Fehr and Peers (2024) to determine the noise levels along project vicinity roadways. **Table IS-15** shows the calculated offsite roadway noise levels with traffic levels during existing levels and the projected levels of project buildout. The County's General Plan Noise Element has established noise standards associated with transportation sources, shown in **Table IS-13**. However, because existing traffic noise levels already exceed the County's standards for transportation sources, FICON thresholds are coupled with the County traffic noise standards to determine if the Project's traffic will significantly impact the surrounding environment.

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates a readily perceptible five (5) dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; Or
- If the existing noise levels range from 60 to 65 dBA CNEL and the project creates a barely perceptible three (3) dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards; Or
- If the existing noise levels already exceed 65 dBA CNEL and the project creates a community noise level increase of greater than 1.5 dBA CNEL.

**Table IS-15: Proposed Traffic Noise Levels**

Roadway Segment	Surrounding Uses	Ldn 100' from Roadway Centerline		Change	FICON	Exterior Noise Limit	Exceed Both Standards?
		Existing	Existing + Project				
<b>Calvine Road</b>							
West of Bains Driveway	Commercial and Residential	67.1	67.2	+0.1	>1.5	65 dBA	No
Between Bains Driveway and Walgreens Driveway	Commercial	67.1	67.3	+0.2	>1.5	65 dBA	No
Between Walgreens Driveway and Elk Grove Florin Road	Commercial	67.1	67.3	+0.2	>1.5	65 dBA	No
East of Elk Grove Florin	Commercial and Residential	66.5	66.6	+0.1	>1.5	65 dBA	No

Roadway Segment	Surrounding Uses	Ldn 100' from Roadway Centerline		Change	FICON	Exterior Noise Limit	Exceed Both Standards?
		Existing	Existing + Project				
<b>Elk Grove Florin Road</b>							
North of Calvine Road	Commercial and Residential	62.8	63.0	+0.2	>3	65 dBA	No
South of Calvine Road	Commercial and Residential	62.4	62.4	+0.0	>3	65 dBA	No

Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the intersection analysis data identified by Fehr and Peers (2024). The most relevant roadway segments were chosen by Fehr and Peers. Refer to Attachment A for traffic noise modeling assumptions and results.

As shown in **Table IS-15**, none of the project vicinity roadways would experience both an incremental increase in traffic noise in excess of the FICON standards and a resultant noise level over County Traffic Noise Standards. Therefore, project related noise impacts associated with traffic are **less than significant**.

In regard to non-transportation noise sources, the project includes the construction of a convenience store, drive-thru café, a restaurant/retail building, a 12-position gasoline dispensing facility, carwash, and parking lot. On-site noise associated with the project has been calculated using the SoundPLAN 3D noise model using project site plans provided by the project proponent. SoundPLAN 3D noise model generates computer simulations of noise situations based on the site's features. Further, SoundPLAN creates noise contour maps using reference noise levels, topography, point and area noise source, mobile noise sources, and intervening structures. The project's modeling scenario includes features such as the drive-through speaker, parking lots, carwash, and the proposed buildings. Reference noise measurements at existing, operating parking lots, gasoline stations, drive-through speakers, drive-through queues, and carwash dryers were previously taken by ECORP Consulting Inc. and used to inform the SoundPLAN 3D noise model.

The County has established exterior noise thresholds for non-transportation noise sources, shown in **Table IS-14** above. The County limits daytime noise to 55 dBA and nighttime noise to 50 dBA for residential receptors and 55 dBA daytime noise for commercial properties. Table 5-3 of Appendix E, shows the predicted project noise levels at six (6) noise-sensitive locations in the project vicinity, including the future residences to the north, apartments to the northwest, residences to the west, and the commercial properties directly adjacent to the eastern and western sides of the project site, as predicted by SoundPLAN. Additionally, a noise contour graphic for each scenario (see Figure 5-1 of Appendix E) has been prepared to provide a visual depiction of the predicted noise levels in the project vicinity from project operations.

As shown in **Table IS-16**, project operational noise would not exceed the County's non-transportation exterior noise standards for daytime or nighttime at any location. Therefore, project related noise impacts associated with operations are **less than significant**.

**Table IS-16: Modeled Operational Noise Levels**

Location	Day/Night Project Noise	Day/Night Exterior Standards	Exceed Standards?
Daycare to North	46.3	55/	No
Dollar Tree to East	48.0	55/	No
Tire Shop to West	41.2	55/	No
Residences Northwest	38.8	55/50	No
Residences Southwest	40.4	55/50	No

b. *Would the project generation of excessive groundborne vibration or groundborne noise levels?*

**CONSTRUCTION**

Increases in groundborne vibration levels attributable to the project would be primarily associated with short-term construction-related activities. Construction of the project would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. However, impacts associated with groundborne vibration most often relate to more intensive construction activities such as pile driving. The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise at the property boundary. Impacts related to groundborne vibration and noise are *less than significant*.

**OPERATIONS**

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. While the project would accommodate heavy-duty trucks, these vehicles would not generate groundborne vibrations that would result in excessive vibration levels. Therefore, the project would not result in groundborne vibration impacts during operations. Therefore, impacts would be *less than significant*.

***ENVIRONMENTAL MITIGATION MEASURES***

None recommended.

**XV. POPULATION AND HOUSING**

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**ENVIRONMENTAL SETTING**

The project parcel is located within an urban community with a mixture of residential and commercial uses. There are two (2) schools in proximity to, but not adjacent to the project parcel.

**IMPACT DISCUSSION**

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The project includes construction of a fueling station, carwash, and drive through retail on a parcel which is surrounded by existing residential and commercial development. Although the project would result in new services, these services are not new to the community. The construction and operation of one (1) additional gas station, carwash, and drive through facility in an area which includes several gas stations, carwashes, and drive through facilities would not induce population growth. Therefore, construction of the project would not induce population growth and impacts would be *less than significant*.

- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project parcel is vacant, which would result in the demolition of no housing units. As no housing would be demolished, there would be no need for replacement housing elsewhere. Therefore, there would be *no impact*.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XVI. PUBLIC SERVICES**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***ENVIRONMENTAL SETTING***

The project area is located in the unincorporated community of Vineyard within an area containing a mix of urban commercial and residential development.

**FIRE PROTECTION**

The project area is within the Sacramento Metropolitan Fire District (SMFD) service area. The closest fire station to the project area is Sacramento Metro Fire District Station 51 located at 8210 Meadowhaven Dr., approximately 1.75 miles west of the project area. In addition, Sacramento Metro Fire District Station 50 is located at 8839 Gerber Road, which is approximately two (2) miles north of the project area.

**POLICE PROTECTION**

Sacramento County Sherriff’s Department provides police protection within the project area. The project area is within the service area of the Central District Six which provides law enforcement services to the southern portion of the County. The Central Division station is located at 7000 65th Street, approximately five (5) miles northwest of the project area.

**SCHOOLS**

The project area is within the Elk Grove Unified School District. As previously discussed, there are two (2) schools along Calvine Road. Calvine Alternative High School is located approximately 0.27-mile from the project parcel and Merryhill Elementary and Preschool (a private school) is located approximately 0.5-mile from the project parcel.

**PARKS**

There are several neighborhood and community parks within an approximate 0.25-mile distance from the project parcel in the community and vicinity of Vineyard, including Illa Collin Park and Gage Park.

***IMPACT DISCUSSION***

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

*Fire protection?*

Sacramento Metropolitan Fire District provides fire protection to the surrounding vicinity of the site. The project site is not denoted within a state or local fire hazard zone map. The project must adhere to applicable requirements for emergency vehicle access including roadway widths and turning radii, fire flow and sprinkler requirements, and vehicle ingress/egress. Compliance with these requirements would ensure adequate emergency access and evacuation routes. Impacts would be *less than significant* with adherence to Sacramento Metropolitan Fire District standard development requirements.

*Police protection?*

Police services would continue to be provided by the Sacramento County Sheriff’s Office (SCSO). Ongoing fueling station, carwash, and drive through facility operations and any associated construction would not significantly increase demand for law enforcement protection. Impacts would be *less than significant*.

*Schools?*

The project is not expected to result in additional students. There would be *no impact*.

*Parks?*

This project would not result in additional residents and therefore would not substantially increase the use of parks and recreational facilities. There would be *no impact*.

*Other public facilities?*

There are no other public facilities or government services that would be significantly impacted as a result of the project. There would be *no impact*.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XVII. RECREATION**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project area is in the unincorporated Vineyard community, within an urbanized area consisting of commercial and residential uses serviced by the Southgate Recreation and Park District. There are two (2) neighborhood parks within 0.25-mile of the project parcel. The closest park is Illa Collin Park, located approximately 1,450 feet northwest of the project parcel.

**IMPACT DISCUSSION**

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed gas station, carwash, and drive through facility would not result in additional residential units and would not increase the local population. Therefore, the project would not result in an increased use of existing neighborhood and regional parks or other recreational facilities. Therefore, there would be **no impact**.

- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, there would be **no impact**.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XVIII. TRANSPORTATION**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **ENVIRONMENTAL SETTING**

The project site is located along Calvine Road, which is identified as a Pre-2030 Thoroughfare with maintained speeds of 45-miles per hour (MPH). Calvine Road serves the commercial and residential uses surrounding it while also providing an east-west throughway between Grant Line Road and State Highway 99. The closest roadway intersection is the intersection of Calvine Road and Elk Grove Florin Road which is located approximately 340-feet east of the project site. Elk Grove Florin Road is identified as a Pre-2030 Thoroughfare with maintained speeds of 45 MPH. The identified intersection of Calvine Road and Elk Grove Florin Road is signal controlled.

Both Calvine Road and Elk Grove Florin Road are identified as Post 2030 Transit Corridors. Post 2030 road segments or projects are considered not necessary or not scheduled in the 20-year planning horizon identified within the General Plan Circulation Element.

Both Calvine Road and Elk Grove Florin Road include a Class Two Bike Lane. However, the project frontage along Calvine Road is currently unimproved.

## **IMPACT DISCUSSION**

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The project includes the development and ongoing operation of a gas station facility, automatic car wash, and quick serve restaurant facilities. The project would not conflict with existing bike facilities in the area, as the project would result in frontage improvements connecting existing pedestrian and bike facilities along Calvine Road. The project would not conflict with the future development of bus rapid transit as projects along Pre-2030 Thoroughfares currently contain bus transit service stations and routes which would be unaffected by the proposed project. As discussed below, the number of trips generated by the proposed project would not impact existing circulation along Calvine Road or Elk Grove Florin Road. Overall impacts would be ***less than significant***.

- b. *Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?*

As determined by the County's Department of Transportation, the project would be considered local serving retail per Table 3-1 in the Transportation Analysis Guidelines. Therefore, a VMT analysis for the proposed project is not required. Therefore, there would be ***no impacts***.

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

A local transportation analysis (LTA) was prepared for the proposed project by Fehr and Peers dated April 22, 2024. The LTA examined how the proposed project will affect traffic operations at nearby intersections, as well as vehicle queuing at intersections, at roadway turn pockets, at the site access points and internal to the project site.

The analysis detailed in the LTA found that left hand turning movements along Calvine Road west of the project site would exceed queue storage capacity and that the proximity of the gas pump area to the fuel delivery area has the potential to cause congestion internal to the site

that could impede inbound circulation. To address these issues the following recommendations were included in the LTA.

1. Add pavement striping (at least 50 feet) at the project driveway to delineate inbound versus outbound movements.
2. Shift the fuel delivery area south to the edge of landscaping and shift gas pump area north to allow at least 24 feet of width between the fuel delivery area and the gas pump area.
3. Reconstruct the median on Calvine Road to increase the westbound left/ U-turn storage capacity by at least 85 feet.
4. Pay a fair share contribution to the installation of a “half-signal” (or other improvement) at the Calvine Road/ Calvine Pointe Shopping Center driveway intersection (if the City of Elk Grove’s study finds that the improvements are desirable/feasible).
5. Update the lane striping along Calvine Road in front of the project to match the striping east and west of the site.

Recommendations #1 and #5 involve only lane striping and are not expected to result in any hazards when completed. In regard to recommendation #2, the site plan currently shows a distance of 24’ 9” between the gas pump area and the fuel delivery area and recommendation #2 appears to be met. With completion of the recommendations included in the LTA, the proposed project is not expected to result in an increased hazard or incompatible uses associated with traffic. The provisions of the LTA have been incorporated into Conditions of Approval that are recommended by, and enforced by, Sacramento County DOT. Therefore, impacts will be *less than significant*.

It should be noted that modifications to the median within Calvine Road consistent with recommendation #3 will result in the removal two (2) oaks trees. Impacts related to tree removals are addressed in the Biological Resources section above.

The proposed project would implement the conditions established by the County’s Department of Transportation as to the design features of the site. The project is the construction and ongoing operation of a gas station convenience store, automatic car wash, and quick-serve restaurant with drive-through facilities, which would not contain incompatible uses. Therefore, impacts would be *less than significant*.

*d. Would the project result in inadequate emergency access?*

The proposed project would implement the requirements establish by Sacramento County Metro Fire. Therefore, the project would not result in inadequate emergency access. Impacts would be *less than significant*.

**ENVIRONMENTAL MITIGATION MEASURES**

None Required.

**XIX. TRIBAL CULTURAL RESOURCES**

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

AB 52 (effective July 1, 2015) added Public Resources Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to CEQA, relating to consultation with California Native American tribes, consideration of “tribal cultural resources,” and confidentiality. Tribal cultural resources includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes (Office of Planning and Research, 2017) and may be physical remains or places within a landscape (i.e., gathering places, sacred sites, features, plants, etc.).

AB 52 provides procedural and substantive requirements for lead agency consultation with California Native American tribes and consideration of effects on tribal cultural resources, as well as example of mitigation measures to avoid or minimize impacts to tribal cultural resources. AB 52 establishes that if construction of a project may cause a substantial adverse change in the significance of a tribal cultural resource, that project may have a significant effect on the environment. Lead agencies must avoid damaging effects to tribal cultural resources, when feasible, and keep information submitted by tribes confidential.

AB 52 requires a lead agency to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. Section 21080.3.1(d) states that within 14

days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency will provide formal notification to the designated contact of or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one (1) written notification that includes a brief description of the proposed project location and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

In accordance with AB 52, the County sent notification letters to four (4) Native American contacts, Wilton Rancheria, United Auburn Indian Community (UAIC), Shingle Springs Band of Miwok Indians (SSBMI), and Lone Band of Miwok Indians on April 4, 2024. None of the tribes responded within the 30-day period; therefore, the County closed consultation.

### **IMPACT DISCUSSION**

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- i. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

There is no evidence indicating the presence of tribal cultural resources near the project site. ECORP Consulting, Inc. submitted a Sacred Lands File Search (SLFS) request to the Native American Heritage Commission (NAHC). On February 14, 2024, the NAHC responded that there was a negative SLFS for the project site. Therefore, there is **no impact**.

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

On July 22, 2024, requests for consultation were sent to four (4) native nations who have requested to receive notice of consultation in accordance with AB-52: Lone Band of Miwok Indians, Shingle Springs Band of Miwok Indians, United Auburn Indian Community, and the Wilton Rancheria. Staff had not received a response initiating consultation, and closed the AB-52 review period on August 22, 2024. There is no information suggesting that there are tribal cultural resources in the vicinity of the project site. In the event of unanticipated discovery, Mitigation Measure CR-1 and CR-2 will ensure proper evaluation and management of unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources that may occur during the project's ground-disturbing activities. Therefore, impacts would be **less than significant with mitigation**.

### **ENVIRONMENTAL MITIGATION MEASURES**

No additional mitigation required. Refer to Mitigation Measure CR-1: Unanticipated Discovery of Cultural Resources and CR-2: Unanticipated Discovery of Human Remains as listed in Section VI (Cultural Resources) above.

**XX. UTILITIES AND SERVICE SYSTEMS**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project parcel is located within an urbanized area of the Vineyard community along Calvine Road and adjacent to the City of Elk Grove. The project area has existing utilities including electric, gas, telecommunications, water, and sewer.

The Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill have been certified as Construction and Demolition Debris Sorting Facilities by Sacramento County (Sacramento County, 2024). Non-recyclable materials could be disposed of at Kiefer Landfill or L and D Landfill. Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, biosolids, and other nonhazardous designated debris (CalRecycle, 2024a). L and D Landfill is classified as a Class II and III landfill that is permitted to accept municipal solid waste,

construction and demolition debris, green materials, industrial, and inert waste (CalRecycle, 2024b).

### ***IMPACT DISCUSSION***

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The project parcel is a vacant parcel surrounded by commercially or residentially developed parcels. Utility facilities which could serve the project as proposed exist, with connection points along Calvine Road. The project would require construction of utility tie in points as well as utility line developments connecting to structures within the project site but is not expected to require the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. The project proponent would work with the respective utility providers to coordinate any relocations or adjustment of existing gas, electric, water, sewer, and telecommunication utilities, if needed. Therefore, impacts would be ***less than significant***.

- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

The proposed project is located in an urbanized area which has existing water facilities capable of serving the project as proposed. The project would result in in-fill development surrounded by entirely developed parcels. Therefore, impacts would be ***less than significant***.

- c. *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The proposed project was reviewed by utility providers, including the wastewater treatment provider (SacSewer). No capacity concerns were reflected according to SacSewer review of the project. Therefore, impacts would be ***less than significant***.

- d. *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Recyclable materials would likely be disposed of at the Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill. As stated above, Kiefer Landfill and L and D Landfill have a large volume of landfill capacity available to serve the construction of the project.

Implementation of the project would comply with all applicable federal, State, and local solid waste statutes and regulations, including compliance with the CALGreen Code and the County's Construction and Demolition Debris program. There is sufficient landfill capacity available to accommodate the solid-waste disposal needs of the project. Therefore, implementation of the project would not generate waste in excess of state or local standards or in excess of local infrastructure, and impacts related to sufficient landfill capacity would be ***less than significant***.

- e. *Would the project result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?*

As discussed above under item d), implementation of the project would comply with all applicable solid waste statutes and regulations, including CALGreen and Article 6 (Construction and Demolition Debris) of Chapter 6.20, Title 6, of the Sacramento County Code. Therefore, there would be **no impact**.

- f. *Would the project result in substantial adverse physical impacts associated with the provision of electric or natural gas service?*

The proposed project was reviewed by the Sacramento Municipal Utility District (SMUD). Per SMUD's review, there are existing underground facilities at the southwest parcel boundary which will remain. SMUD did not find that the project would result in adverse physical impacts associated with the provision of electric service. The project would not connect to natural gas lines existing under Calvine Road. Therefore, impacts would be **less than significant**.

- g. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

As stated in d above, solid waste collection facilities which serve the project area have adequate capacity to serve the proposed project. Further, implementation of the project would comply with all applicable federal, state, and local solid waste statutes and regulations, including compliance with the CALGreen Code and the County's Construction and Demolition Debris program. Therefore, impacts would be **less than significant**.

**ENVIRONMENTAL MITIGATION MEASURES**

None recommended.

**XXI. WILDFIRE**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**ENVIRONMENTAL SETTING**

The project parcel is in an urban community and is not within or near a State Response Area (SRA) or a Fire Hazard Severity Zone (FHSZ). The closest SRA is east of Grant Line Road, approximately 10.5 miles east of the project area, these lands are rated as moderate FHSZ (California Department of Forestry and Fire Protection, 2024).

The project area is within the Local Responsibility Area for Sacramento County, and fire protection is provided by the Sacramento Metropolitan Fire District (see Section XVI Public Services for further discussion); however, there are no FHSZ in the Local Response Area (LRA) that encompass the project area (California Department of Forestry and Fire Protection, 2024).

**IMPACT DISCUSSION**

- a. *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The project site is not denoted within a State or Local Fire Hazard Severity Zone Map. Areas of Sacramento County which are not located within a State Responsibility Area have not been reviewed for wildfire hazard severity due to the distance from wildland areas. Fuel levels observed within wildland areas are not typically found in large quantities within urbanized areas due to the replacement of potential fuel sources with the built environment.

Project construction would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of roadways for emergencies or access for emergency response vehicles. In addition, the project would be required to comply with Sacramento Metropolitan Fire District development requirements concerning emergency access and circulation. Therefore, impacts would be **less than significant**.

- b. *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

The project site is flat and does not support areas of steep slopes. In addition, the project site is located within an urbanized area of the Vineyard Community adjacent to the City of Elk Grove, where the risk of wildland fire is decreased. As such, the proposed project would not be located in a critical fire danger zone or adjacent to wildlands subject to wildfires. Urban levels of fire protection would be provided to the project area. In addition, the project would adhere to building codes and any conditions included through review by the Sacramento Metropolitan Fire District. Therefore, there would be **no impact**.

- c. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The proposed project would connect to existing electricity, water, and other utilities necessary to serve the site. Specifications for project infrastructure improvements would be subject to County requirements and review as well as Sacramento Metropolitan Fire District plan check as required for issuance of a building permit to ensure compliance with the applicable fire and life safety regulations, codes, and ordinances. Therefore, there would be *no impact*.

- d. *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project site is within the urbanized area of the Vineyard community. The project site is generally flat and not within a very high or high fire hazard severity zone. Therefore, the project would not result in exposure of people or structures to significant risks from flooding or landslides following a wildfire and would have *no impact*.

### ***ENVIRONMENTAL MITIGATION MEASURES***

None recommended.

**XXII. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IMPACT DISCUSSION**

- a. *Does the project have the potential to substantially 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, substantially 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?*

As discussed in Section V. (Biological Resources), potential impacts were identified to nesting migratory birds, raptor species, and bats as well as the removal of both native and non-native oak trees. The project would implement BIO-1 and BIO-2, to mitigate impacts to SSHCP habitat, migratory birds, raptors, and bats which may be on site during construction activities. Additionally, the project would implement BIO-3, BIO-4, and BIO-5, to mitigate impacts to native oak trees and non-native tree canopy. With adherence to the listed mitigation measures, these impacts will be **less than significant**.

As discussed in Section VI. (Cultural Resources), Section VIII. (Geology and Soils), and Section XIX. (Tribal Cultural Resources), there is potential for inadvertent discoveries of cultural resources, human remains, and paleontological resources. However, CR-1, CR-2, and GEO-1 would be implemented, and impacts would be reduced to **less than significant**.

As discussed in Section IX. Greenhouse Gas, there is potential for greenhouse gas emissions to exceed allow thresholds of significance. This potential is further impacted by the estimated transportation demand required to both construct and operate the project as proposed. However, GHG-1 would be implemented, and impacts would be reduced to *less than significant*.

As discussed in Section IV (Air Quality), the project would result in air emissions during construction of the project. However, Mitigation Measure AQ-1 would be implemented and would reduce these project-specific impacts to *less than significant*.

Therefore, implementation of the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

No past, present, or foreseeable future projects in the vicinity of the project area have been identified that would combine with the project to cause cumulative impacts. The Proposed Project is an infill parcel that is consistent with the guidelines of the General Plan. Therefore, there is a low likelihood of contributing to cumulative impacts, as the surrounding area is already fully developed. The Proposed Project consists of the construction of commercial development on a site designated for commercial uses where there are potential impacts to air quality, biological resources, cultural resources, geology and soils, and greenhouse gas emissions. These impacts have been mitigated to less than significance and do not represent incremental effects that would be cumulatively considerable. Therefore, impacts are *less than significant*.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

No substantial adverse effects, either directly or indirectly affecting human beings, were identified. Therefore, impacts would be *less than significant*.

## **ENVIRONMENTAL MITIGATION MEASURES**

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Mitigation Measures 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.

### **MITIGATION MEASURE COMPLIANCE**

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

It shall be the responsibility of the project applicant to reimburse the County for all expenses incurred in the implementation of the Mitigation Monitoring and Reporting Program (MMRP), including any necessary enforcement actions. The applicant shall pay an initial deposit of **\$9,000.00**, which includes administrative costs of **\$1,097.00**. Over the course of the project, the Office of Planning and Environmental Review will regularly conduct cost accountings and submit invoices to the applicant when the County monitoring costs exceed the initial deposit.

### **LIST OF PREPARERS**

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