COUNTY OF SACRAMENTO

PLANNING AND ENVIRONMENTAL REVIEW

INITIAL STUDY

PROJECT INFORMATION

CONTROL NUMBER: PLNP2022-00015

NAME: 76 at Arcade Park

LOCATION: The project site is located at 4701 & 4705 Auburn Boulevard at the southwest corner of the intersection of Auburn Boulevard and Myrtle Avenue, in the Foothill Farms community of unincorporated Sacramento County.

ASSESSOR'S PARCEL NUMBER: 240-0061-001 & -002

OWNER:

Auburn Boulevard Partners LLC
Contact: Razia Aery
10033 Tagus Way
Elk Grove, CA 95757

APPLICANT:

Harbinder Singh
120 Hemford Circle
Sacramento, CA 95832

ENGINEER:

PM Design Group, Inc.
Contact: Melissa Spooner
2455 Bennett Valley Road, Suite A-102
Santa Rosa, CA 95404

PROJECT DESCRIPTION

Details of Request:

1. A **Use Permit** to allow for an Auto Service Station within the General Commercial (GC) zoning district and a drive-through with amplified sound within 300 feet of a residential zoning district.

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

    - Drive through entrance distance from driveway to right-of-way (SZC Section 3.9.3.V.1): The standard for distance between the drive through entrance and the driveway to the right-of-way is 25 feet. The project proposes a distance of 19 feet.

    - Minimum drive through lane width (SZC Section 3.9.3.V.1): The standard for drive through lane width is 12 feet. The project proposes a minimum drive through width of 11 feet.

    - Minimum landscape planter width between right of way and drive through lane (SZC Section 3.9.3.V.1): The standard for landscape planter width between drive through lane and public right-of-way is 25 feet. The project proposes a 19-foot-wide landscape planter.

    - Maximum Aggregate Signage (SZC Section 5.10.5.A.1): The standard for aggregate signage for auto service stations is 125 square feet. The project proposes multiple monument signage options which would impact final signage square footage. With monument sign option A, total signage square footage would be 72 square feet and the aggregate signage deviation would be dropped. With monument sign option B, total signage square footage would be 134 square feet.

    - Maximum Monument Sign Area (SZC Section 5.10.5.A.3): The standard for monument signs for automotive service stations is 52 square feet. The project as proposed provides two monument signage options, one at 48 square feet (proposed option A), and one at 110 square feet (proposed option B). If proposed option A is chosen, this deviation request would be dropped.

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

If approved, an approximately 2,949-square-foot convenience store, a 1,495-square-foot fast food drive-through, and a 2,520-square-foot fuel canopy with four pump stations would be constructed. The project would install two 20,000-gallon fuel tanks below ground. Other improvements include perimeter sidewalks, landscaping, utilities, lighting, a monument sign, and asphalt-paved parking.

ENVIRONMENTAL SETTING

The project site is located along an urban, commercial corridor in the Foothill Farms community of unincorporated Sacramento County. The site is located at the southwest corner of the intersection of Myrtle Avenue and Auburn Boulevard (reference Plate IS-

1). The site consists of two parcels totaling approximately 1.06 acres. The two parcels share access and an asphalt-paved parking lot along the southeastern property boundaries. Existing overhead electrical powerlines are located along the north end of the parcel and run east to west along Myrtle Avenue.

There are 18 trees located along the northern and western property boundaries. The western parcel is predominantly undeveloped, with the majority of the parcel consisting of exposed soil and ornamental grasses. The site has a four-foot elevation change and slopes from the southeast to the northwest. Onsite drainage patterns follow the slope and drain towards a roadside ditch that runs parallel to Myrtle Avenue.

The project site is bordered by Myrtle Avenue along the northern boundary, Auburn Boulevard on the eastern boundary, and a developed commercial property along the entire western boundary. Adjacent land uses consist of single-family and multi-family residences to the north, across Myrtle Avenue, and further west along Myrtle Avenue. Uses along Auburn Boulevard are predominantly commercial and light industrial businesses.

Plate IS-1: Project Location

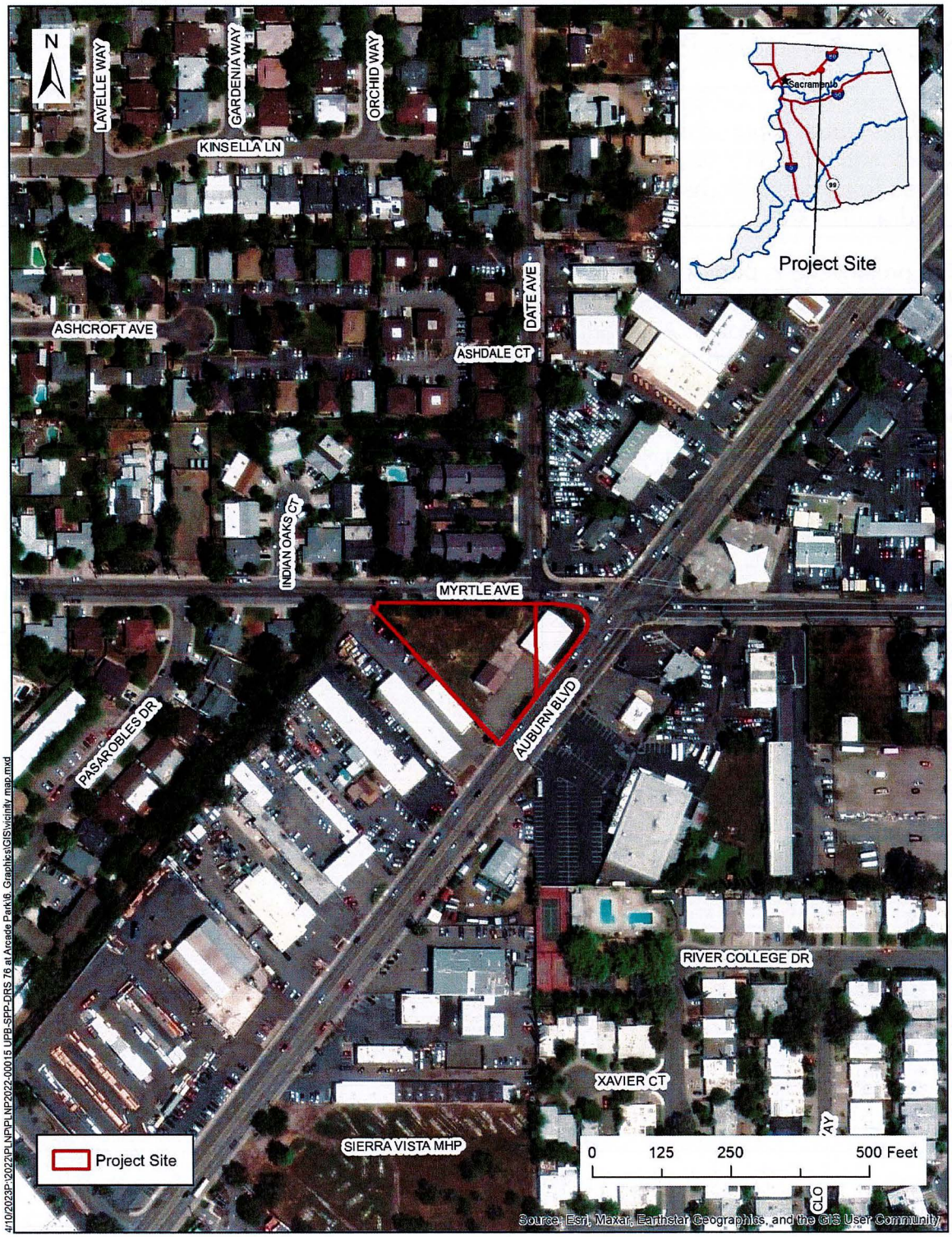
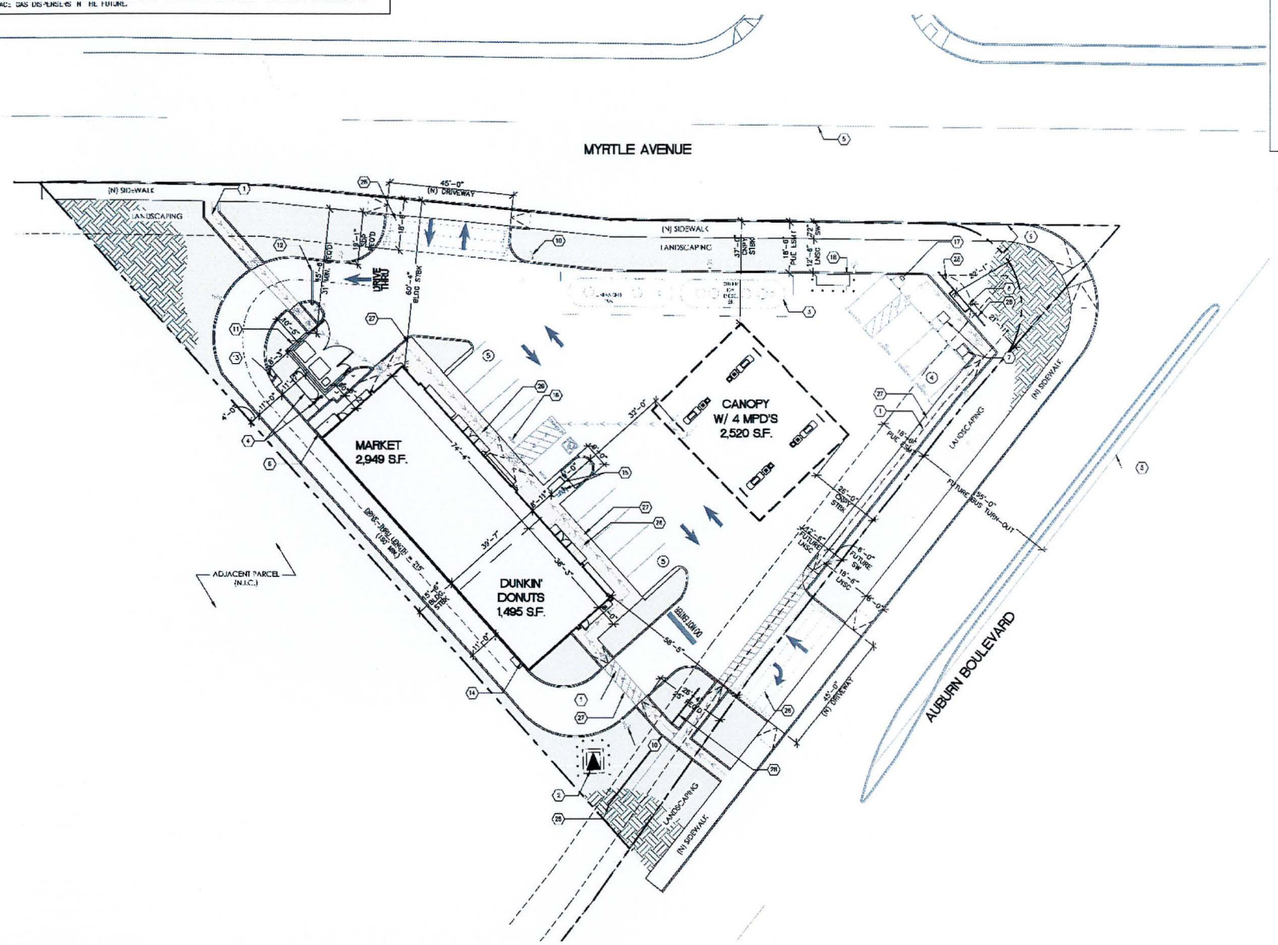


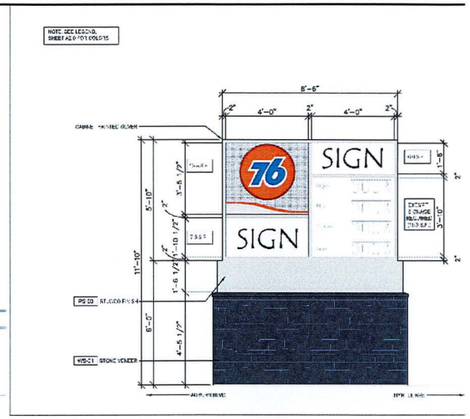
Plate IS-2: Proposed Site Plan

GENERAL NOTES

1. ALL ROOFING WILL REQUIRE A SOLAR REFLECTANCE OF AT LEAST 0.63 FOR LOW SLOPED ROOFS AND 0.20 FOR STEEP-SLOPED ROOFS WITH A MINIMUM THERMAL EMITTANCE OF 0.75.
2. FUELING CANOPY SHALL BE DESIGNED TO BE SOLAR READY.
3. TREES INCLUDED IN THE LANDSCAPE PLAN SHALL BE CONSISTENT WITH THE TREES LISTED IN THE SACRAMENTO TREE FOUNDATION'S SHADY EIGHTY GUIDE.
4. THREE ELECTRIC VEHICLE CHARGING SPACES PROPOSED FOR INSTALLATION, THE UNITS SHALL BE LEVEL 3 FLEETING VEHICLE CHARGERS.
5. THE USE SHALL BE CONSISTENT WITH ALL APPLICABLE DEVELOPMENT REQUIREMENTS OF CHAPTER 3, "DEVELOPMENT STANDARDS." DEVIATIONS FROM THE STANDARDS HAVE BEEN REQUESTED UNDER A SPECIAL DEVELOPMENT PERMIT.
6. SIGNS SHALL BE POSTED PROHIBITING CONSUMPTION OF ALCOHOLIC BEVERAGES IN THE BUSINESS OR IN THE PARKING AREAS.
7. ALL ILLEGAL ACTIVITIES OBSERVED ON OR AROUND THE BUSINESS SHALL BE PROMPTLY REPORTED TO AUTHORITIES.
8. BUSINESS POLICIES SHALL BE POSTED ON THE INTERIOR IN A CONSPICUOUS PLACE.
9. AT LEAST TWO TOILET FACILITIES SHALL BE AVAILABLE TO THE PUBLIC AT ALL TIMES.
10. SIGNS SHALL BE POSTED PROHIBITING LOITERING IN PARKING AREAS.
11. SHOPPING CART SECURITY RACKS SHALL BE PROVIDED.
12. CONDUITS SHALL BE INSTALLED AT THE FUEL CANOPY AS PART OF THIS PROJECT FOR LEVEL 3 EV CHARGERS TO REPLACE GAS DISPENSERS IN THE FUTURE.



1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0"



2 PROPOSED MONUMENT SIGN
SCALE: 3/8" = 1'-0"

SITE KEYNOTES

1. ACCESSIBLE ROUTE, PER CBC 11B 206, TYP.
2. LOCATION OF TRANSFORMER
3. UNDERGROUND FUEL STORAGE TANKS
4. HEALY TANK AND VENT RISERS
5. CENTERLINE OF STREET
6. LOCATION OF SWITCHGEAR
7. ELECTRICAL VEHICLE CHARGER, SEE GENERAL NOTE 4, THIS SHEET.
8. INTERNALLY ILLUMINATED MONUMENT SIGN, SEE DETAIL 2, THIS SHEET
9. (N) PROPERTY LINE
10. YARD LIGHT, TYP.
11. LOCATION OF TRASH ENCLOSURE, PER COUNTY STANDARDS
12. DRIVE THRU VERTICAL CLEARANCE BAR
13. DRIVE-THRU MENU BOARD
14. DRIVE-THRU WINDOW/AWNING
15. U.L. RACK AND LOCKER
16. WHEEL STOP, TYP.
17. AIR/WATER STATION
18. LOCATION OF PROPANE TANK
19. GREASE INTERCEPTOR, SEE CIVIL SHEETS
22. (N) SAND/OIL SEPARATOR, SEE CIVIL SHEETS
23. (N) PARKING LOT, SEE CIVIL SHEETS
24. (N) HYDRANT, SEE CIVIL SHEETS
25. (N) STORM INLET, TYP., SEE CIVIL SHEETS
26. SCORED CONCRETE, STRIPED PATTERN WITH BORDER AS SHOWN, COLOR TO MATCH SITE AT DRIVEWAYS (STANDARD GRAY), AND SIDEWALK (TAN--SEE KEYNOTE 27)
27. STAINED CONCRETE DEMARCATING PEDESTRIAN PATHWAYS. COLOR: TAN
28. (N) 36"H SPLIT RAIL FENCE, 2-RAIL, 6' SECTIONS, COLOR: CDA., PHOENIX PRECAST OR SIM.
29. (N) BACK FLOW PREVENTER, SEE CIVIL SHEETS

SITE LEGEND

- ACCESSIBLE ROUTE
- STAMPED CONCRETE PATTERN
- ACCENT PAVING, COLOR
- LANDSCAPING
- DETECTABLE WARNING SURFACE
- NUMBER OF PARKING STALLS

ENVIRONMENTAL EFFECTS

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

AESTHETICS

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

- Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area.

LIGHTING

ZONING CODE CONSISTENCY

This project is subject to the regulations of the Sacramento County Zoning Code Section 5.9.4.G which identifies the requirements for parking area lighting within proposed parking lots.

1. Lighting shall be constructed with full shielding and/or recessed to reduce light trespass to adjoining properties. Each fixture shall be directed downward and away from adjoining properties and public right-of-way, so that no light fixture directly illuminates an area outside of the site, and the light source is not visible from residential properties. New light fixtures, serving uncovered parking lots shall be full cut-off fixtures as defined by the Illuminating Engineering Society of North America. New light fixtures, installed for parking area canopies or similar structures, shall be recessed or flush-mounted, using flat lenses.

   According to Figure 5-15 (Shielding Provisions for Outdoor Lighting) in the Zoning Code, light poles are limited to 24-feet in height when located on non-residential property (and not abutting residential property).

2. The minimum lighting level shall be one (1) foot-candle of maintained illumination on the parking surface during the hours of use between one-half (½) hour before dusk and one-half (½) hour after dawn.

Residential uses to the north of the property are considered to be light-sensitive because they are typically occupied during the evening hours. Artificial light sources can interfere with residential privacy by intruding into a living environment, disrupting evening views, and potentially changing neighborhood character.

Artificial light impacts include aesthetics and exposure. Light aesthetics refer to the viewer's general aesthetic perception of light sources and their environment and focuses on the visual changes that take place as seen by an individual. Light exposure refers to the quantity of light or light intensity emitted by light sources and received by an individual. Light impacts were evaluated based on the following criteria:

- Proximity to light sources; and
- Changes in large areas from unlit to lit conditions.

Glare is a lighting condition that causes an observer to experience visual discomfort because of high brightness. Lighting can also result in nighttime glare.

DISCUSSION OF PROJECT IMPACTS

The only light onsite is a streetlight attached to the traffic signal at the northeast corner of the site. The proposed project would add new sources of lighting throughout the project site. The single-family homes and multi-family units oriented along Myrtle Avenue would be considered light-sensitive receptors. The project will be required to comply with Zoning Code Section 5, Street Light Design of the Sacramento County Improvement Standards, and would ensure that new light sources are shielded, recessed, and/or directed downward and away from residential properties and public right-of-way so that new light sources do not illuminate any area beyond the project site. Compliance with Zoning Code and Improvement Standards will ensure that new sources of light do not result in substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area. The proposed project's compliance with Zoning Code Section 5.9.4.G will ensure that potential impacts of light and glare to the residential area remain ***less than significant***.

TRANSPORTATION/TRAFFIC

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

- Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County.
- Result in a substantial adverse impact to access and/or circulation.
- Result in a substantial adverse impact to public safety on area roadways.

VMT ANALYSIS

The passage of Senate Bill 743 (SB 743) in the fall of 2013 led to a change in the way that transportation impacts are measured under CEQA. Starting on July 1, 2020, automobile delay and Level of Service (LOS) may no longer be used as the

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

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

Sacramento County Department of Transportation (SacDOT) updated the Sacramento County Transportation Analysis Guidelines to reflect the new analysis requirements. SacDOT developed screening criteria for development projects and the VMT thresholds (reference Table IS-1)

Table IS-1: SacDOT Screening Criteria for VMT Transportation Analysis

Type	Screening Criteria
Small Projects	▪ Projects generating less than 237 average daily traffic (ADT)
Local-Serving Retail[1]	▪ 100,000 square feet of total gross floor area or less; OR if supported by a market study with a capture area of 3 miles or less; AND ▪ Local Serving: Project does not have regional-serving characteristics.
Local-Serving Public Facilities/Services	▪ Transit centers ▪ Day care center ▪ Public K-12 schools ▪ Neighborhood park (developed or undeveloped) ▪ Community center ▪ Post offices ▪ Police and fire facilities ▪ Branch libraries ▪ Government offices (primarily serving customers in-person) ▪ Utility, communications, and similar facilities ▪ Water sanitation, waste management, and similar facilities
Projects Near Transit Stations	▪ High-Quality Transit: Located within ½ a mile of an existing major transit stop[2] or an existing stop along a high-quality transit corridor[3]; AND ▪ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; AND ▪ Parking: Provides no more than the minimum number of parking spaces required[4]; AND ▪ Sustainable Communities Strategy (SCS): Project is not inconsistent with the adopted SCS; AND ▪ Affordable Housing: Does not replace affordable residential units with a smaller number of moderate- or high-income residential units; AND ▪ Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects	▪ Affordability: Screening criteria only apply to the restricted affordable units; AND ▪ Restrictions: Units must be deed-restricted for a minimum of 55 years; AND ▪ Parking: Provides no more than the minimum number of parking spaces required4; AND ▪ Transit Access: Project has access to transit within a ½ mile walking distance; AND ▪ Active Transportation: Project does not negatively impact transit, bike or pedestrian infrastructure.

[1] See Appendix A for land use types considered to be retail.
[2] Defined in the Pub. Resources Code § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods").
[3] Defined in the Pub. Resources Code § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours").
[4] Sacramento County Zoning Code Chapter 5: Development Standards

VMT: DISCUSSION OF IMPACTS

SacDOT reviewed the proposed project to determine whether the project would require a VMT analysis. Based on SacDOT staff review, the proposed project would be considered a local-serving retail use and is not subject to VMT analysis. Although the

proposed project will result in 1,018 new daily trips, local retail uses are not subject to VMT analysis due to the assumption that local trips would occur with or without implementation of the project (refer to Table IS-1 above). Therefore, a VMT analysis is not required, and impacts related to VMT are considered ***less than significant***.

LOCAL TRANSPORTATION ANALYSIS

SacDOT reviewed the proposed project to determine whether the project would require a local transportation analysis (LTA). Comparing the proposed use to the current site use, the proposed project would generate more than 1,000 daily trips (refer to) requiring the preparation of an LTA. IKimley-Horn prepared the LTA (Appendix A; February 2023) for the project. The proposed project trip generation is shown in Table IS-2.

Table IS-2: Kimley-Horn Project Trip Generation

[redacted]	Size	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Convenience Store/Gas Station - GFA (2-4k) (945)[1]	8 (VFP)	2,116	128	50%	64	50%	64	147	50%	73	50%	74
Coffee/Donut Shop w/ Drive Thru (937)[1]	1.5 (KSF)	800	129	51%	66	49%	63	58	50%	29	50%	29
Subtotal		2,916	257		130		127	205		102		103
Internal Capture (5% AM, 5% PM)		-146	-13		-7		-6	-10		-5		-5
Subtotal (Driveway Trips)		2,770	244		123		121	195		97		98
Gas Station Pass-by (76% AM, 75% PM)		-1,587	-97		-49		-48	-110		-55		-55
Coffee/Donut Shop Pass-by (50% AM, 55% PM)[2]		-416	-65		-33		-32	-32		-16		-16
Net New External Trips		767	82		41		41	53		26		27

The LTA determined that the proposed project is anticipated to generate 767 daily and 82 and 53 net new external trips during the AM and PM peak-hours, respectively, when accounting for pass-by trips.

INTERSECTION LEVEL OF SERVICE (LOS)

The LOS analysis included four intersections:

- Auburn Boulevard and Myrtle Avenue
- Myrtle Avenue at Date Avenue

- And the two proposed driveways for the project site
    - Myrtle Avenue and Driveway #1
    - Auburn Boulevard and Driveway #2

Under Existing Conditions, the existing intersections operate between LOS B and C. Table IS-3shows the peak-hour intersection LOS for Existing conditions and the Existing plus Project conditions.**Table IS-3: Existing (2022) and Existing (2022) Plus Project Intersection LOS Summary**

ID	Intersection	Control	Peak Hour	Existing		Existing plus Project	
				Delay [sec]	LOS	Delay [sec]	LOS
1	Auburn Boulevard and Myrtle Avenue	Signal	AM	14.0	B	17.6	B
			PM	17.4	B	19.8	B
2	Myrtle Avenue and Date Avenue	SSSC	AM	4.4(8.9 SB)	A(A)	4.4(9.7 SB)	A(A)
			PM	5.9(15.8 SB)	A(C)	5.6(16.2 SB)	A(C)
3	Myrtle Avenue and Driveway #1	SSSC	AM	-	-	1.1(3.9 NB)	A(A)
			PM	-	-	1.3(6.2 NB)	A(A)
4	Auburn Boulevard and Driveway #2	SSSC	AM	-	-	2.1(5.9 EB)	A(A)
			PM	-	-	1.6(4.3 EB)	A(A)
SSSC = side-street stop controlled. The SSSC procedure defines LOS as a function of average control delay for the worst (most delay) minor street approach or movement.							

Project traffic is anticipated to result in the degradation of intersection operations per County of Sacramento standards at Intersection #2 (Myrtle Avenue and Date Avenue) during both the AM and PM peak-hour.

ROADWAY SEGMENT LOS

The LTA examined LOS for four roadway segments:

- Auburn Boulevard
    - North of Myrtle Avenue
    - South of Myrtle Avenue
- Myrtle Avenue
    - West of Auburn Boulevard
    - East of Auburn Boulevard

Table IS-4 presents the roadway segment operating conditions for the Existing (2022) and Existing (2022) plus Project scenarios.

Table IS-4: Existing (2022) and Existing (2022) Plus Project Roadway Segment LOS Summary

ID	Location	Facility Type	# of Lanes	Existing		Existing plus Project	
				Daily Volume	LOS	Daily Volume	LOS
1	Auburn Boulevard, South of Myrtle Avenue	Arterial, moderate access	4	20,118	A	20,394	A
2	Auburn Boulevard, North of Myrtle Avenue	Arterial, moderate access	4	16,379	A	16,701	A
3	Myrtle Avenue, West of Auburn Boulevard	Residential collector	2	5,826	D	6,202	D
4	Myrtle Avenue, East of Auburn Boulevard	Residential collector	2	5,088	D	5,165	D

As indicated in study roadway segments operate at LOS A and D in the Existing (2022) scenario and LOS A and D in the Existing (2022) plus Project scenario. LOS D is an acceptable LOS for urban roadways.

Access and Circulation

Existing access to both parcels is from southbound Auburn Boulevard. The project proposes vehicle access via two (2) proposed unsignalized driveways. The first driveway (Driveway #1) is located on Myrtle Avenue, approximately 200-feet west of Auburn Boulevard and approximately 75 feet west of Date Avenue as measured from curb returns. This spacing satisfies Section 4-11.P of the 2018 Sacramento County Improvement Standards which identifies a minimum distance of 40-feet for driveway access onto a Collector. The second driveway (Driveway #2) is located on Auburn Boulevard approximately 150 feet south of Myrtle Avenue as measured from curb returns.

The project would also provide sidewalks along the north and east boundaries, which would connect to existing sidewalks along Myrtle Avenue and Auburn Boulevard. SacDOT has also conditioned the project to add a crosswalk at the signalized intersection of Auburn Boulevard and Myrtle Avenue. There are two north-south crosswalks on either side; however, there is only one west-east cross walk at the north end of the intersection. The required crosswalk would complete pedestrian access at the intersection and provide a west-to east connection at the southern end of the intersection.

Based on the results of the Local Transportation Analysist above, project traffic is not anticipated to result in degradation of roadway segment operations and therefore, would not be expected to result in adverse impacts to access or circulation. Additionally, the project is being conditions to provide vehicle access in compliance with County standards, and construct a new crosswalk at the existing signalized intersection to improve pedestrian safety and access. Impacts related to access and circulation are ***less than significant.***

SAFETY

The project would construct a sidewalk along Myrtle Avenue to connect to the existing sidewalk to the west. SacDOT has also conditioned the project to provide a pedestrian crosswalk at the northeast corner of the project site that runs east across Auburn Boulevard. In addition, 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***.

AIR QUALITY

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

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to pollutant concentrations in excess of standards.
- Create objectionable odors affecting a substantial number of people.

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Within the SVAB, the Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-5). Moreover, SMAQMD has established significance thresholds to determine if a proposed project's emission contribution significantly contributes to regional air quality impacts (Table IS-6).

Table IS-5: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (1-hour Standard[1] and 8-hour standard)	Non-Attainment, Classification = Severe -15* (8 hour[3] Standards) Attainment (1-hour standard[2])
Particulate Matter 10 Micron	Non-Attainment (24-hour Standard and Annual Mean)	Attainment (24-hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment (24-hour Standard) and Attainment (Annual)

Carbon Monoxide	Attainment (1-hour and 8-hour Standards)	Attainment (1-hour and 8-hour Standards)
Nitrogen Dioxide	Attainment (1-hour Standard and Annual)	Unclassified/Attainment (1-hour and Annual)
Sulfur Dioxide[4]	Attainment (1-hour and 24-hour Standards)	Attainment/unclassifiable[5]
Lead	Attainment (30-Day Standard)	Attainment (3-month rolling average)
Visibility Reducing Particles	Unclassified (8-hour Standard)	No Federal Standard
Sulfates	Attainment (24-hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (1-hour Standard)	No Federal Standard

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

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

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

4. Cannot be classified

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

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

Source: SMAQMD. "Air Quality Pollutants and Standards". Web. Accessed: November 15, 2023. http://airquality.org/air-quality-health/air-quality-pollutants-and-standards

Table IS-6: SMAQMD Significance Thresholds

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

1. Reactive Organic Gas

2. California Ambient Air Quality Standards

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

CONSTRUCTION EMISSIONS/SHORT-TERM IMPACTS

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

CONSTRUCTION PARTICULATE MATTER EMISSIONS

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

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

- Require import or export of soil materials that will require a considerable amount of haul truck activity.

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

The project involves minor demolition activities and cut-and-fill operations, and therefore, does not meet SMAQMD's screening criteria for construction-related particulate matter emissions and requires further analysis.

CalEEMod was used to estimate construction-related emissions for demolition of two structures totaling approximately 4,700 square feet (no longer existing, but quantified to capture project baseline at application intake), grading, utilities, paving, landscaping, and construction of the commercial buildings and pump canopy (Appendix B). CalEEMod allows users to model construction criteria air pollutants and precursor emissions from demolition, site grading, asphalt paving, building construction, and architectural coating activities. The modeling assumed a construction duration of 5.5 months. The results from CalEEMod are shown in Table IS-7.

Table IS-7: Daily Construction-Related Emission Estimates

	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	None	85	80	82
CalEEMod Emissions	1.22	11.41	5.92	3.08
Exceeds Thresholds?	**No**	**No**	**No**	**No**
Notes: CalEEMod v2022.1.1.20				

The emissions results shown in Table IS-7 demonstrate that the project is unlikely to exceed the daily thresholds of significance for NO_x, PM_{10}, and $PM_{2.5}$ with implementation of best management practices. Impacts related to construction-related emissions will be ***less than significant* with mitigation**.

Operational Emissions/Long-Term Impacts

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

architectural coatings. Typically, a project must be comprised of large acreages or intense uses in order to result in significant operational air quality impacts.

Fuel pumps are considered a source of stationary emissions; therefore, they are not included in the operational SMAQMD screening table. Operational emissions were quantified using CalEEMod and included the use of natural gas for heating of the building for conservative purposes. The estimated emissions are shown in Table IS-8.

Table IS-8: Operational Emissions

	Constituent in pounds per day			
	ROG	NOx	PM_{10}	$PM_{2.5}$
Thresholds	None	85	80	82
CalEEMod Emissions	9.73	7.38	11.42	2.98
Exceeds Thresholds?	**No**	**No**	**No**	**No**
Notes: CalEEMod v2022.1.1.20				

As shown in Table IS-8, the project does not exceed daily operational thresholds for criteria air pollutants. Impacts related to operational emissions are ***less than significant***.

Toxic Air Contaminants

The proposed Project would be 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. Gasoline vapors are released during the filling of the stationary underground storage tanks (USTs) and during the transfer from those underground tanks to individual vehicles.

The SMAQMD regulates these emissions through a permitting process, (Health Risk Assessment), which applies to all service stations within Sacramento County. Permits may be granted to these operations provided they are operated in accordance with applicable SMAQMD rules and regulations. SMAQMD's gasoline station permitting process provides for the review of gasoline TAC emissions in order 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 can show that risks are not significant. SMAQMD may impose limits on annual throughput to ensure that risks are within acceptable limits. In addition, The California Air Resources Board (CARB) must certify all vapor recovery equipment that is used at service stations which would satisfy the Toxics Best Available Control Technology (TBACT) requirement.

SMAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed thresholds. 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.

As indicated in Table IS-8, project operational emissions of criteria pollutants would be below SMAQMD significance thresholds with BACT and BMPs. Exposure by individuals pumping gasoline would be limited in time, so the dose level for customers would be low. In addition, 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. This would further limit doses and exposures, reducing potential health risk related to gasoline vapors to a level that is not significant. The Project applicant shall be required to obtain a permit from SMAQMD and implement all SMAQMD required measures. With compliance with existing regulations, impacts associated with toxic air contaminants will remain ***less than significant***.

SENSITIVE RECEPTORS

There are no schools within a ¼ mile of the project site; however, there are single-family and multi-family residences across Myrtle Avenue. The nearest sensitive receptor would be the multi-family complex approximately 130 feet from the fueling pumps, north across Myrtle Avenue. SMAQMD does not have any regulations requiring a minimum distance between sensitive receptors (e.g., residences) and gasoline dispensing operations (refer to discussion of Toxic Air Emissions under Air Quality above). 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 proposed facility is estimating a daily throughput of 6,397 gallons of fuel (2.5 million gallons per year), which is less than the 3.6-million-gallon threshold for a "large gas station". The parcel boundaries and fueling areas are both farther than the 50-foot recommended separation for fuel dispensing facilities and sensitive receptors.

Based on the lack of specific regulations relating to residences and gas station distances and that the facility is beyond the 50-foot recommended separation of the two uses, operational air quality impacts in proximity to residences are considered ***less than significant***.

ODORS

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

Odors that may be generated at the project site include gasoline vapors; these odors are typically only detectable on the project site and would readily dissipate. In accordance with SMAQMD Rules 448 and 449, vapor recovery systems would be required. Project impacts related to odors are considered ***less than significant***.

NOISE

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

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

NOISE TERMINOLOGY AND FUNDAMENTALS

Noise is often described as unwanted sound, and thus is a subjective reaction to the physical phenomenon of sound. Sound is variations in air pressure that the ear can detect. Sound levels are measured and expressed in decibels (dB), which is the unit for describing the amplitude of sound. Because sound pressure levels are defined as logarithmic numbers, the values cannot be directly added or subtracted. For example, two sound sources, each producing 50 dB, will produce 53 dB when combined, not 100 dB. This is because two sources have two times the energy (not volume) of one source, which results in a 3 dB increase in noise levels.

Most environmental sounds consist of several frequencies, with each frequency differing in sound level. The intensities of each frequency combine to generate sound. Acoustical professionals quantify sounds by "weighting" frequencies based on how sensitive humans are to that particular frequency. Using this method, low and extremely high frequency sounds are given less weight, or importance, while mid-range frequencies are given more weight, because humans can hear mid-range frequencies much better than low and very high frequencies. This method is called "A" weighting, and the units of measurement are called dBA (A-weighted decibel level). In practice, noise is usually measured with a meter that includes an electrical "filter" that converts the sound to dBA. The threshold at which one hears sounds is considered to be zero (0) dBA. The range of sound in normal human experience is 0 to 140 dBA. Decibels and other technical terms are defined in Table IS-9.

The ambient noise level is defined as the noise from all sources near and far and refers to the noise levels that are present before a noise source being studied is introduced. A synonymous term is pre-project noise level.

Table IS-9: Noise Terminology

TERM	DEFINITION
Ambient Noise Level:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
Intrusive Noise:	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.
Decibel, dB:	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
Community Noise Equivalent Level, CNEL*:	The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
Day/Night Noise Level, L_{dn}*:	The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
Equivalent Noise Level, L_{eq}:	The average noise level during the measurement or sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.
L_{max}, L_{min}:	The maximum or minimum sound level recorded during a noise event.
L_n :	The sound level exceeded "n" per percent of the time during a sample interval. L_{10} equals the level exceeded 10 percent of the time (L_{90}, L_{50} , etc.)
Noise Exposure Contours:	Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L_{dn} contours are frequently utilized to describe community exposure to noise.

Sound Exposure Level, SEL; or Single Event Noise Exposure Level, SENEL:	The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time integrated A-weighted squared sound pressure level for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.
Sound Level, dBA:	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

COUNTY GENERAL PLAN NOISE ELEMENT

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

The Noise Element of the Sacramento County General Plan establishes noise exposure criteria to aid in determining land use compatibility by defining the limits of noise exposure for sensitive land uses. Policy NO-6 of the Noise Element discuss noise receptors or sources as they relate to non-transportation noise, and interior and exterior noise.

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

Table IS-10: Non-Transportation Noise Standards Median (L_{50})/Maximum (L_{max}) (Noise Element Table 2)

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

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

EXISTING NOISE SETTING

The applicant retained Kimley-Horn and Associates, Inc. (KH) to prepare a noise report (Appendix C) evaluating existing and proposed noise levels. The project site is situated at the southwest corner of the intersection of Auburn Boulevard at Myrtle Avenue. Given its location along a major roadway, the primary noise source is mobile traffic. Other noise sources in the vicinity were 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 project site consist of single-family and multi-family residences.

INTERIOR RESIDENTIAL RECEPTORS

The nearest sensitive receptor is a multi-family apartment complex located approximately 65 feet (4917 Date Avenue; measured from northern property boundary) north of the project site, across Myrtle Avenue. There is also a single-family residence approximately 77 feet to the north, across Myrtle Avenue.

OUTDOOR RESIDENTIAL RECEPTORS

Although there are private patios along Myrtle Avenue, 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 located approximately 100 feet southwest of the project site and consists of a fenced side yard at single-family residence.

MOBILE TRAFFIC RELATED NOISE

Existing roadway noise levels were calculated for segments of Myrtle Avenue and Auburn Boulevard 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-11.

Table IS-11: Existing Traffic Noise Levels

Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Auburn Blvd		
Between Pasadena Ave and Myrtle Ave	20,118	68.4
Between Myrtle Ave and College Oak Dr	16,379	67.5
Myrtle Ave		
Between Date Ave and Auburn Blvd	5,826	60.7
Between Auburn Blvd and College Oak Dr	5,088	61.3
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level		
Source: Kimley-Horn, 2022.		

The existing traffic-generated noise levels on project-vicinity roadways currently ranges from 60.7 dBA CNEL to 68.4 dBA CNEL, 100 feet from the centerline.

Operational Impacts

Implementation of the proposed project would result in several new noise sources. mechanical equipment, gas station activities, restaurant with drive-thru and commercial retail activities, truck loading areas, parking lot noise, and landscape maintenance.

Mechanical Equipment

The proposed project would generate stationary-source noise associated with heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.

Residential Interior Noise Level

The mechanical equipment would be located on the proposed building which is located approximately 140 feet south of the nearest residential facade. Using a logarithmic fixed noise source attenuation model, the anticipated noise level at the nearest residential façade would be 43 dB, which meets the residential interior noise levels, without taking in to account the existing ambient noise levels or the standard 25-dB exterior-to-interior reduction in noise with standard façade construction.

Nearest Outdoor Sensitive Receptor

Since the noise levels from the mechanical equipment would be less than 45 dB at 140 feet, noise levels would not exceed the outdoor 55/50-DB daytime and nighttime standards at the nearest outdoor sensitive receptor located approximately 220 feet to the west (4608 Myrtle Avenue; measured from proposed equipment atop building).

LOADING AREA NOISE

The project is a commercial development that would include deliveries. The primary noise associated with deliveries is the arrival and departure of trucks. Operations of the proposed project would potentially require a mixture of deliveries from vans, light trucks, and heavy-duty trucks. Normal deliveries typically occur during daytime hours. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the loading areas; dropping down the load ramps. Typically, heavy truck operations generate a noise level of 64 dBA at a distance of 50 feet.

RESIDENTIAL INTERIOR NOISE LEVEL

The nearest loading area at the project site would be located approximately 140 feet away from the façade of the multi-family building across Myrtle Avenue. Using a logarithmic fixed noise source attenuation model, the anticipated noise level at the nearest residential façade would be 55 dB. The standard 25-dB reduction achieved through typical façade construction would reduce the noise level below the 45-dB interior noise standard.

NEAREST OUTDOOR SENSITIVE RECEPTOR

The nearest outdoor sensitive receptor is located approximately 230 feet away (4608 Myrtle Avenue) and would easily meet the outdoor 55/50-dB daytime and nighttime standards.

DRIVE-THROUGH OPERATIONS

The proposed project would include a drive-through restaurant with menu boards and intercoms that would be located near the restaurant building. Project noise sources from drive-through operations include amplified speech from the intercom, idling vehicles, and vehicles circulating along the drive-thru lane. The measured noise level associated with active drive-through operations is 64 dBA at a distance of 20 feet.

RESIDENTIAL INTERIOR NOISE LEVEL

The nearest residential façade (4917 Date Avenue) is approximately 140 feet north of the proposed drive-through intercom location, across Myrtle Avenue. Using a logarithmic fixed noise source attenuation model, the anticipated noise level at the nearest residential façade would be 47 dB. The standard 25-dB reduction achieved through typical façade construction would reduce the noise level below the 45-dB interior noise standard.

NEAREST OUTDOOR SENSITIVE RECEPTOR

The nearest outdoor sensitive receptor is located approximately 185 feet west of the drive-through intercom (4608 Myrtle Avenue). Since the noise level from the intercom is less than the outdoor 55/50-dB daytime and nighttime standards at 140 feet, it would also be below the outdoor standards at 185 feet.

LANDSCAPE MAINTENANCE

Development and operation of the project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of 5 feet.

RESIDENTIAL INTERIOR NOISE LEVEL

The nearest residential facade is located approximately 85 feet north of the landscaped areas along the northern boundary line of the project site (4917 Date Avenue). Using a logarithmic fixed noise source attenuation model, the anticipated noise level at the nearest residential façade would be 45 dB, which meets the interior noise level standard. Regardless, maintenance activities would occur during daytime hours for brief periods of time as allowed by the County Municipal Code.

NEAREST OUTDOOR SENSITIVE RECEPTOR

Maintenance activities would occur during daytime hours for brief periods of time as allowed by the County Municipal Code. The nearest outdoor sensitive receptor (4608 Myrtle Avenue) is located approximately 110 feet west of the northwestern landscaped areas. Since the noise levels from the landscape equipment is less than the outdoor 55/50-dB daytime and nighttime standards at 85 feet, it would also be below the outdoor standards at 110 feet.

OPERATIONAL NOISE IMPACT CONCLUSION

As described in each of the operational impact subsections, operational noise levels do not exceed interior nor exterior noise standards at nearby sensitive receptors. Operational noise impacts are ***less than significant***.

HYDROLOGY AND WATER QUALITY

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

- Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area.
- Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.
- Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality.

FLOODPLAIN

Neither parcel is located within a FEMA designated 100-year floodplain; however, the western parcel is located within a local flood hazard overlay zone.

DRAINAGE

EXISTING DRAINAGE

Approximately half of the site drains to the southwest property line where there is a drainage swale that travels northwesterly and discharges into the channel west of the site. The other half of the site drains towards Myrtle Ave where there is an existing roadside drainage ditch at the northern property line of the project site's western parcel. This ditch travels east to west and ultimately discharges to the existing drainage channel west of the site.

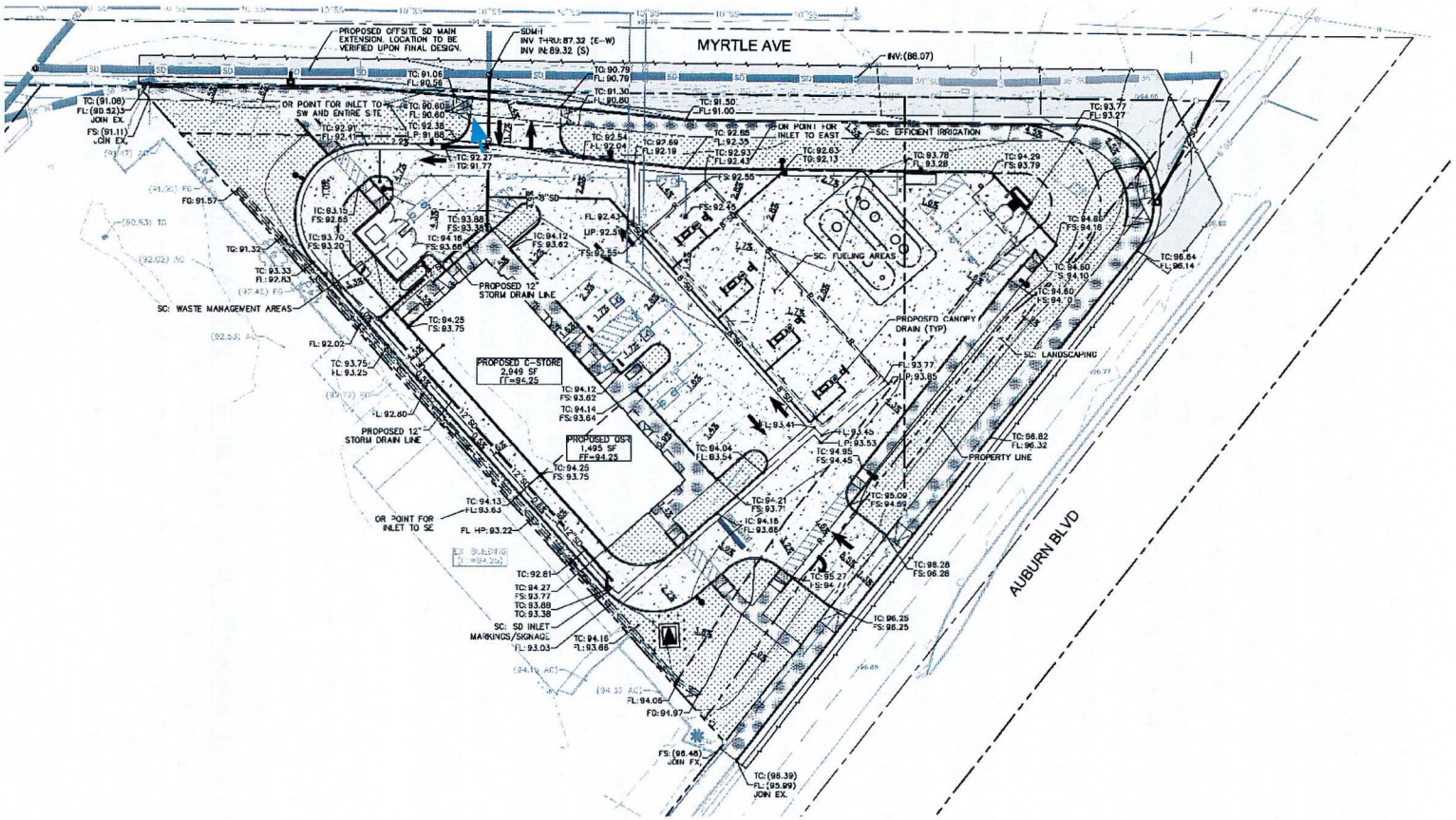
PROPOSED DRAINAGE

Kimley-Horn prepared a Level 3 Drainage Study for the proposed project (Appendix D). Plate IS-3 depicts the proposed drainage improvements and overland flow conveyance.

The proposed drainage pattern generally maintains the existing drainage conditions. There is approximately a four-foot elevation difference between the proposed elevation at the driveway in Auburn Blvd and the driveway in Myrtle Ave. The entire site would drain from the southeastern site boundary to the northwest. The existing roadside ditch would be replaced with a 36-inch stormdrain (SD) main extension along Myrtle Avenue. The existing drainage swale will be paved over for vehicle ingress and egress, sidewalk, and landscaping. The site would install multiple SD inlets and stormflows would converge in the 36-inch SD main. Once connected to the SD main extension, the stormwater will ultimately discharge to the existing channel to the west of the site. The proposed project has a total impervious area of less than 1.0 acre, therefore, stormwater treatment BMPs are not proposed as part of this project.

The Sacramento County Department of Water Resources (DWR) staff (L. Rodriquez) reviewed the project and associated preliminary drainage study and deemed the study technically sufficient to support the proposed project, on February 1, 2024.

Plate IS-3: Proposed Drainage Improvements



LEGEND

PROPERTY LINE	PROPOSED STORM DRAIN INLET
CENTER LINE	PROPOSED STORM DRAIN CLEANOUT
EASEMENT OR SETBACK LINE	PROPOSED OVERLAND RELEASE
APPROXIMATE CIVIL LIMIT OF WORK LINE	PROPOSED ASPHALT CONCRETE PAVEMENT
GB — GRADE BREAK LINE	PROPOSED CONCRETE SIDEWALK
R — RIDGE LINE	PROPOSED HEAVY DUTY CONCRETE
XXX — PROPOSED CONTOUR LINE	PROPOSED PERVIOUS CONCRETE
XXX — EXISTING CONTOUR LINE	PROPOSED LANDSCAPE AREA
SD — PROPOSED STORM DRAIN LINE	
SAWCUT LINE	

ABBREVIATIONS

AC	– ASPHALT CONCRETE
FF	– FINISHED FLOOR
FG	– FINISHED GRADE
FL	– FLOW LINE
FS	– FINISHED SURFACE
OR	– OVERLAND RELEASE
SC	– SOURCE CONTROL
TC	– TOP OF CURB
TG	– TOP OF GRATE
XXX.XX	– PROPOSED ELEVATION
(XXX.XX)	– EXISTING ELEVATION

GENERAL NOTES

1. ALL NEW PAVEMENT WILL REQUIRE AN ALBEDO OF NOT LESS THAN 0.25.
2. THERE ARE TWO KNOW CLOSED CONTAMINATED GROUNDWATER AND SOIL CONTAMINATED SITES FOR GASOLINE (T0606701063, T0606767738) WITHIN 1,000 FEET OF THIS SITE. PRIOR TO ANY GRADING, DEMOLITION, OR CONSTRUCTION ACTIVITIES PLEASE CONTACT DAVID VON ASPERN AT VONASPERND@SACCOUNTY.NET.
3. IF AN ABANDONED WELL IS FOUND ON THE PROPERTY, IT MUST BE ISSUED AN INACTIVATION PERMIT (SUBJECT TO REVIEW AND APPROVAL FROM EMD), REPAIRED AND BROUGHT BACK INTO SERVICE, OR IT MUST BE DESTROYED AT THE PARCEL OWNER'S COST. ALL WELL RELATED ACTIVITIES MUST BE PERFORMED IN COMPLIANCE WITH EMD'S WELL PERMITTING AND INSPECTION PROGRAM REQUIREMENTS. CONTACT DEREK JACKS AT JACKSD@SACCOUNTY.NET WITH ANY QUESTIONS.
4. IF AN ABANDONED SEPTIC SYSTEM TANK IS DISCOVERED ON THE PROPERTY, IT MUST BE DESTROYED IN COMPLIANCE WITH EMD'S LIQUID WASTE PERMITTING AND INSPECTION PROGRAM REQUIREMENTS. CONTACT IFANA NGUYEN AT NGUYFN@SACCOUNTY.NET WITH ANY QUESTIONS.
5. ANY FACILITY IN SACRAMENTO COUNTY THAT HANDLES AND/OR STORES A HAZARDOUS MATERIAL EQUAL TO OR GREATER THAN THE MINIMUM REPORTABLE QUANTITIES (55 GALLONS FOR LIQUIDS, 500 POUNDS FOR SOLIDS AND 200 CUBIC FEET (AT STANDARD TEMPERATURE AND PRESSURE) FOR COMPRESSED GASES) MUST OBTAIN A PERMIT AND SUBMIT A HAZARDOUS MATERIALS BUSINESS PLAN TO EMD. THE PURPOSE OF THE HMBP PROGRAM IS TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT AND GROUNDWATER FROM RISKS OR ADVERSE EFFECTS ASSOCIATED WITH THE STORAGE OF HAZARDOUS MATERIALS. CONTACT THOMAS VOHOSKA AT VOHOSKAT@SACCOUNTY.NET FOR ADDITIONAL INFORMATION.
6. ANY FACILITY IN SACRAMENTO COUNTY THAT GENERATES HAZARDOUS WASTE MUST OBTAIN A PERMIT FROM EMD. THE PURPOSE OF THE PROGRAM IS TO ENSURE COMPLIANCE WITH THE HAZARDOUS WASTE CONTROL ACT, VERIFY HAZARDOUS WASTE ACCUMULATION, LABELING, CONTAINER AND TANK MANAGEMENT STANDARDS, AND WASTE GENERATOR STATUS, RESPOND TO COMPLAINTS OF ILLEGAL DISPOSAL OF HAZARDOUS WASTE, AND ISSUE PERMITS AND INSPECTS BUSINESSES THAT TREAT HAZARDOUS WASTE PURSUANT TO PERMIT BY RULE, CONDITIONAL AUTHORIZATION, OR CONDITIONAL EXEMPTION LAWS AND REGULATIONS. CONTACT THOMAS VOHOSKA AT VOHOSKAT@SACCOUNTY.NET FOR ADDITIONAL INFORMATION.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

WATER QUALITY

CONSTRUCTION WATER QUALITY: EROSION AND GRADING

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

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

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

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

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

enforcement authority related to the CGP, the County does have the authority to ensure sediment/pollutants are not discharged and is required by its Municipal Stormwater Permit to verify that SWPPPs include the minimum components.

The project must include an effective combination of erosion, sediment and other pollution control BMPs in compliance with the County ordinances and the State's CGP.

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

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

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

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

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

OPERATION: STORMWATER RUNOFF

Development and urbanization can increase pollutant loads, temperature, volume and discharge velocity of runoff over the predevelopment condition. The increased volume, increased velocity, and discharge duration of stormwater runoff from developed areas has the potential to greatly accelerate downstream erosion and impair stream habitat in natural drainage systems. Studies have demonstrated a direct correlation between the degree of imperviousness of an area and the degradation of its receiving waters. These

impacts must be mitigated by requiring appropriate runoff reduction and pollution prevention controls to minimize runoff and keep runoff clean for the life of the project.

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

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

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

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

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

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

BIOLOGICAL RESOURCES

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

- Have a substantial adverse effect on any special status species, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community.

- Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies.

- Adversely affect or result in the removal of native or landmark trees.

SITE SETTING

As described in the Environmental Setting on page two of this document, the project site is surrounded by urban development on all sides and is located at the corner of a busy intersection. The project site consists of two parcels totaling approximately 1.06 acres. The site is developed with two commercial buildings and an asphalt-paved parking lot along the south and southeastern portion of the site.

The western parcel is predominantly undeveloped, with 0.60 acres of exposed soils and ornamental grasses. There are 18 trees located along the northern and western property boundaries. There is an approximately 10-foot-wide by 300-foot-long roadside drainage ditch along the northern property line of the western parcel.

SPECIAL STATUS SPECIES

The 0.60 acres of undeveloped area, which is surrounded by urban development on all sides, would not provide suitable habitat for any special status species. While the site has trees along its northern and western perimeters, the trees are small and would not support nesting raptors. The trees have the potential to provide nesting habitat to smaller migratory nesting birds.

MIGRATORY NESTING BIRDS

The Migratory Bird Treaty Act of 1918, which states "unless and except as permitted by regulations, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill" a migratory bird. Section 3(18) of FESA defines the term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Causing a bird to abandon an active nest may cause harm to egg(s) or chick(s) and is therefore considered "take." To avoid take of nesting migratory birds, minimization measures have been included to require that activities, either occur outside of the nesting season, or to require that nests be buffered from construction activities until the nesting season is concluded.

Suitable nesting habitat is present in existing trees on the project site and adjacent properties. Preconstruction surveys for migratory nesting birds will be required if work is to commence between February 1 and September 15. The purpose of the survey

requirement is to ensure that construction activities do not agitate or harm nesting migratory birds, potentially resulting in nest abandonment or other harm to nesting success.

Impacts to migratory nesting birds are ***less than significant***.

SURFACE WATERS

Federal and state regulation (Clean Water Act Sections 404 and 401) uses the term "surface water" to refer to all standing or flowing water which is present above-ground either perennially or seasonally. There are many types of surface waters, but the two major groupings are linear waterways with a bed and bank (streams, rivers, etc) and wetlands. The Clean Water Act (CWA) has defined the term wetland to mean "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions". The term "wetlands" includes a diverse assortment of habitats such as perennial and seasonal freshwater marshes, vernal pools, and wetted swales. The 1987 Army Corps Wetlands Delineation Manual is used to determine whether an area meets the technical criteria for a wetland and is therefore subject to local, State or Federal regulation of that habitat type. A delineation verification by the Army Corps will verify the size and condition of the wetlands and other waters in question and will help determine the extent of government jurisdiction.

Wetlands are regulated by both the federal and state governments, pursuant to the Clean Water Act Section 404 (federal) and Section 401 (state). The United States Army Corps of Engineers (Corps) is generally the lead agency for the federal permit process, and the Regional Water Quality Control Board (RWQCB) is generally the lead agency for the state permit process. The CWA protects all "navigable waters", which are defined as traditional navigable waters that are or were used for commerce or may be used for interstate commerce; tributaries of covered waters; and wetlands adjacent to covered waters, including tributaries. Isolated wetlands, that is, those wetlands that are not hydrologically connected to other "navigable" surface waters (or their tributaries), are not considered to be subject to the CWA. On May 25, 2023, the U.S. Supreme Court narrowed the protections of the CWA. The Supreme Court opined,

> the CWA's use of 'waters' refers only to "geographic[al] features that are described in ordinary parlance as 'streams, oceans, rivers, and lakes'" and to adjacent wetlands that are "indistinguishable" from those bodies of water due to a continuous surface connection. Rapanos v. United States, 547 U. S. 715, 755, 742, 739 (plurality opinion). To assert jurisdiction over an adjacent wetland under the CWA, a party must establish "first, that the adjacent [body of water constitutes] . . . 'water[s] of the United States' (i.e., a relatively permanent body of water connected to traditional interstate navigable waters); and second, that the wetland has a continuous surface connection with that water, making it difficult to determine where the 'water' ends and the 'wetland' begins.

Although federal protections were narrowed by the Supreme Court, the State also has jurisdiction over impacts to surface waters through the Porter-Cologne Water Quality Control Act (Porter-Cologne), which does not require that waters be "navigable". For this reason, federal non-jurisdictional waters – isolated wetlands – can be regulated by the state of California pursuant to Porter-Cologne. In addition to Porter-Cologne, CDFW has purview over waters that have potential to support fish and wildlife resources under the Lake and Streambed Alteration Program, pursuant to Fish and Game Code Section 1602.

Section 1602 requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

- Divert or obstruct the natural flow of any river, stream, or lake;
- Change the bed, channel or bank of any river, stream, or lake;
- Use material from any river, stream, or lake; or
- Deposit or dispose of material into any river, stream, or lake; or
- Substantially adversely affect associated fish and wildlife resources.

CDFW has the authority to issue a conditional Agreement for work to proceed.

The CWA establishes a "no net" loss" policy regarding wetlands for the state and federal governments, and General Plan Policy CO-58 establishes a "no net loss" policy for Sacramento County. Pursuant to these policies, any wetlands to be excavated or filled require 1:1 mitigation, and construction within the wetlands cannot take place until the appropriate permit(s) and agreement(s) have been obtained from the Corps, the USFWS, the Regional Water Quality Control Board, the CDFW and any other agencies with authority over surface waters. Any loss of delineated wetlands not mitigated through the permitting process must be mitigated, pursuant to County policy. Appropriate mitigation may include establishment of a conservation easement over wetlands, purchase of mitigation banking credits, or similar measures.

There is no regulatory setback for other surface waters, but the County Environmental Review Section has typically required a minimum 50-foot setback. Maintenance of these setbacks will avoid indirect impacts to the surface water. A direct impact is the filling or excavation of a surface water. If filling or excavation occurs within any portion of a vernal pool or seasonal wetland, the entire wetland should be considered directly impacted.

IMPACTS TO WATERS

The roadside ditch is a man-made feature located on the southside of Myrtle Avenue along the northern property line of the project site's western parcel. The ditch spans approximately 300 feet, runs east to the west, and conveys stormwater received from a piped drainage system from the east and surface water flows from the project site and a

portion of Myrtle Avenue into a concrete-lined drainage ditch via a culvert. The roadside ditch is unlined with a mixture of upland grasses and emergent vegetation along its bottom and channel slopes. Due to the fully urbanized surroundings, the ditch would not provide habitat for any special-status species. The project is proposing to fill the entire length of the ditch in order to provide landscaping, a sidewalk, and vehicle ingress/egress off of Myrtle Avenue.

The roadside ditch only receives water during storm events, and it is unlikely that it would be considered waters of the U.S., since it does not have "a continuous surface connection" with other federally jurisdictional waters. However, seasonal surface waters fall under state purview and the applicant would be required to submit a Waste Discharge Requirements (WDR) application to the Regional Water Board and secure necessary permit(s) for the work. Mitigation will require the applicant to submit a WDR application to the Regional Water Board and secure the necessary permit, prior to construction. The mitigation measure would also require the applicant to comply with the terms and conditions of the permit. Additionally, mitigation will require the applicant mitigate for any loss of wetlands not compensated through the permitting process consistent with County General Plan Policy CO-58.

The proposed work would not require a Notification of a Lake and Streambed Alteration be submitted to CDFW, since the project would not:

- Divert or obstruct the natural flow of any river, stream, or lake;
- Change the bed, channel or bank of any river, stream, or lake;
- Use material from any river, stream, or lake; or
- Deposit or dispose of material into any river, stream, or lake; or
- Substantially adversely affect associated fish and wildlife resources.

Impacts to waters are ***less than significant with mitigation***.

NATIVE TREES

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County Code) provides protections for landmark trees and heritage trees. The County Code defines a landmark tree as "an especially prominent or stately tree on any land in Sacramento County, including privately owned land" and a heritage tree as "native oak trees that are at or over 19" diameter at breast height (dbh)." Chapter 19.12 of the County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenii*), blue oak (*Quercus douglasii*), or oracle oak (*Quercus morehus*) and states that "it shall be the policy of the County to preserve all trees possible through its development review process." It should be noted that to be considered a tree, as opposed to a seedling or

sapling, the tree must have a diameter at breast height (dbh) of at least 6 inches or, if it has multiple trunks of less than 6 inches each, a combined dbh of 10 inches. The Sacramento County General Plan Conservation Element policies CO-138 and CO-139 also provide protections for native trees:

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

Native trees other than oaks include Fremont cottonwood (*Populus fremontii*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis),* gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

DISCUSSION OF PROJECT IMPACTS: NATIVE TREES

ONSITE NATIVE TREE REMOVAL

HELIX Environmental Planning, Inc. (HELIX) prepared an arborist report (Appendix E) for the project. The tree locations and respective arborist tags are shown in Plate IS-4. There are ten native trees on the project site, three of which do not meet the 6-inch (dbh) minimum for protection under General Plan Policy CO-138. The project would remove seven of the ten native trees (Tree #s 105, 106, 107, 112, 114, 115 & 116). The seven trees proposed for removal consist of five valley oaks (Tree #s 105, 106, 112, 114 & 116) and two Oregon ash (Tree #s 107 & 115). The arborist report lists their conditions from "severe decline" to "good".

Removal of native trees requires equivalent compensatory plantings. Tree numbers 105, 106, and 116 do not meet the 6-inch (dbh) minimum for protection under General Plan Policy CO-138 and would not require compensatory plantings. One Oregon ash (#115) is classified as poor and would not require compensation. Equivalent compensatory plantings would be required for tree numbers 107, 112, and 114 totaling 46 inches (dbh).

ONSITE NATIVE TREE ENCROACHMENT

The filling in of the drainage ditch and construction of the concrete sidewalk would result in encroachment to the critical root zone and driplines of a valley oak (Tree # 109).

Partial mitigation is applied to 6-inch (dbh) or larger native oak trees, when encroachment exceeds 20 percent of the dripline protection area, as defined by a circle using the distance from the trunk to the tip of the longest limb as a radius. The concept of partial mitigation stems from the fact that removal of more than 25-30 percent of a tree's root system or live canopy can result in early decline, if not death. The dripline protection area is the minimum protected area for a tree. A 20 percent encroachment threshold is utilized because of the difference between the extent of root systems and the minimum protected area. An encroachment of 20 percent of the dripline protection area will likely impact 25-30 percent of the root system, if not more. Therefore, the following encroachment thresholds are applied:

- Encroachment of 20 percent or less is considered a minor impact and does not require mitigation.
- Encroachment of more than 20 percent and less than 50 percent requires partial mitigation based on the percentage of encroachment multiplied by the impacted tree's dbh.
- Encroachment of 50 percent or more requires full mitigation for the tree.

PER staff calculated construction encroachment by georeferencing the civil plans submitted. Tree #109 is a multi-stemmed valley oak totaling 17.4 inches (dbh). The proposed improvements would result in approximately 30.74% encroachment to the tree and would require 5.35 inches (dbh) of compensation.

As proposed, native tree impacts from removal and encroachment total 51.35 inches (dbh) and would require 52 inches (dbh) of compensation. If additional trees are removed, equivalent compensatory plantings shall be required. Equivalent compensation shall be satisfied using the following ratios:

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

Any native trees not proposed for removal shall follow the required mitigation measure for protection. With mitigation, impacts to native trees are ***less than significant***.

NON-NATIVE TREES

The Sacramento County General Plan Conservation and Environmental Justice Elements contain 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.

EJ-23. The County will obtain equitable tree canopy in EJ Communities.

EJ-24. Increase tree canopy coverage to at least 35 percent in all unincorporated County neighborhoods by 2040, especially those that are in Environmental Justice Communities.

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.gov/ under the "Environmental Documents CEQA/NEPA Overview heading. Policy CO-146 references the Greenprint program, which is run by the Sacramento Tree Foundation and has a goal of planting five million trees in the Sacramento region.

DISCUSSION OF NON-NATIVE TREE IMPACTS

There are eight non-native trees on the project site. Six of the eight trees are proposed for removal (Tree #s 108, 110, 111, 113, 117, & 118). This would result in the removal of approximately 2,124-square-feet of canopy area. Tree #s 101 and 104 would be retained. County General Plan Policy CO-145 would require the developer/project proponent to plant new tree canopy equivalent to the area (square feet) removed, using 15-year shade values. The project site is located within the North Highlands community, which is one of four designated Environmental Justice communities within the General Plan. Pursuant to the Implementation Measure for Policy EJ-23, an extra 25 percent of tree canopy replacement would be required. This would bring the total replacement canopy area to 2,655 square feet. The proposed landscaping plan shows approximately 4,444-square feet of proposed tree canopy, which exceeds the minimum requirement. Impacts related to the removal of non-native trees are ***less than significant with mitigation***.

Plate IS-4: Existing Tree Locations



CULTURAL RESOURCES

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

- Cause a substantial adverse change in the significance of a historical resource.
- Have a substantial adverse effect on an archaeological resource.
- Disturb any human remains, including those interred outside of formal cemeteries.

Under CEQA, lead agencies must consider the effects of projects on historical resources and archaeological resources. A "historical resource" is defined as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (Section 15064.5[a] of the Guidelines). Public Resources Code (PRC) Section 5042.1 requires that any properties that can be expected to be directly or indirectly affected by a proposed project be evaluated for CRHR eligibility. Impacts to historical resources that materially impair those characteristics that convey its historical significance and justify its inclusion or eligibility for the NRHP or CRHR are considered a significant effect on the environment (CEQA guidelines 15064.5)).

In addition to historically significant resources, an archeological site may meet the definition of a "unique archeological resource" as defined in PRC Section 21083.2(g). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, mitigation measures shall be required (PRC Section 21083.2 (c)).

CEQA Guidelines Section 15064.5 (e) outlines the steps the lead agency shall take in the event of an accidental discovery of human remains in any location other than a dedicated cemetery.

CULTURAL SETTING

ECORP Consulting, Inc. (ECORP) prepared a cultural resources inventory and evaluation report for the project. The following information and analysis are based on these reports.

NCIC RECORDS SEARCH

ECORP requested a records search for the property at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) at California State University-Sacramento, on April 18, 2022 (NCIC search #SAC-22-87). The purpose of the records search was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the Proposed Project location, and whether previously documented pre-contact or historic archaeological sites, architectural

resources, or traditional cultural properties exist within this area. NCIC staff completed and returned the records search to ECORP, on April 19, 2022.

The NCIC records search concluded that four prior cultural surveys were conducted within the 0.5-mile search radius. No previous cultural resource surveys had been conducted within the project area. There are no previously recorded cultural resources within or adjacent to the project site. The NCIC records search found one historic-era, cultural resource located 0.5 miles from the project site.

ADDITIONAL RECORDS RESEARCH

In addition to the official records and maps for archaeological sites and surveys in Sacramento County, the following historic references were also reviewed: Built Environment Resource Directory (BERD; OHP 2020); Historic Property Data File for Sacramento County (OHP 2012); The National Register Information System (National Park Service [NPS] 2021); Office of Historic Preservation, California Historical Landmarks (CHL; OHP 2021); CHL (OHP 1996 and updates); California Points of Historical Interest (OHP 1992 and updates); Directory of Properties in the Historical Resources Inventory (1999). No additional resources were found within 0.5 miles of the project site.

PEDESTRIAN SURVEY

ECORP conducted a pedestrian survey on April 20, 2022, utilizing the *Secretary of the Interior's Standards for the Identification of Historic Properties* (NPS 1983) guidance for using 15-meter transects. The ground surface was examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, ECORP examined the locations of subsurface exposures caused by such factors as rodent activity, water or soil erosion, or vegetation disturbances for artifacts or for indications of buried deposits. No subsurface investigations or artifact collections were undertaken during the pedestrian survey.

BUILT ENVIRONMENT ASSESSMENT

ECORP architectural historians conducted a built environment survey on April 20, 2022. Two historic-period cultural resources were recorded within the project area: SCF-001, the Rio Linda Poultry Producers' Branch Plant and SCF-002, Myrtle Avenue.

SCF-001 RIO LINDA POULTRY PRODUCERS' ASSOCIATION BRANCH PLANT

The Rio Linda Poultry Producers' Association Branch Plant (SCF-001) consists of two buildings located at the southwest corner of the Auburn Boulevard and Myrtle Avenue intersection in Sacramento County.

The southwest building (4701 Auburn Boulevard) is a 1930 wood-frame commercial building. Rectangular in plan, the building has a medium-pitched side gable roof with louvered gable vent, corrugated metal roofing, and overhanging eaves with exposed

rafter tails (on the northwest façade). Wall cladding consists of corrugated metal siding on the northwest, northeast, and southwest facades and vertical 1x6 wood siding on the southwest façade. The building is constructed on a concrete perimeter foundation. The

southeast (front) façade has a four-step freestanding wood porch leading to a boarded-up single-door entry. A boarded-up window and exterior wall light flank the entry. A sliding metal entry accesses the building's northwest (rear) façade. Near the southeast corner of the building, a metal pole supports a sign for *Krossa's Furniture Home Fashions*.

The northeast building (4705 Auburn Boulevard) is a 1930 wood-frame commercial building with a 1940s addition. Rectangular in plan, the building has a medium-pitched side gable roof with corrugated metal roofing and overhanging eaves with exposed rafter tails. The southeast façade is shaded by a roof extension with exposed rafter tails and diagonal brackets. Wall cladding consists of corrugated metal siding on the northwest (rear) façade and vertical 1x6 wood siding on the northeast and southwest facades. The southeast (front) façade consists of, top to bottom, smooth cement siding panels, fixed ribbon windows with wood casings and apron, and stucco. At the south corner of the building, the southeast façade consists of smooth cement siding top-to-bottom. The building is constructed on a concrete perimeter foundation. The southeast (front) façade has a four-step freestanding concrete porch with wheelchair access ramp leading to a boarded-up double-door entry. The southwest façade has a metal rollup entry, and the northeast façade has a four-step freestanding wood porch leading to a boarded-up single-door entry.

PROPERTY-HISTORY

In 1930, the Rio Linda Poultry Producers' Association built a warehouse and egg receiving station at the southwest corner of Myrtle Avenue and Auburn Boulevard, the main automobile highway through northern Sacramento County. Like the Association's main warehouses in Rio Linda, the "branch plant" acted as a feed store and egg receiving station. It served poultry farmers outside the immediate Rio Linda area, including those in the community of Arcade Park along Arcade Creek, where poultry farming made significant gains during the 1920s (Sacramento Suburban Fruit Lands Company 1921; *Sacramento Bee* 1923, 1930, 1942). The branch plant consisted of two rectangular 1,500-square-foot buildings located at the southwest corner of Auburn Boulevard and Myrtle Avenue. By 1952, the building to the southwest (4701 Auburn Boulevard) retained its original form, while the building to the northeast (4705 Auburn Boulevard) revealed a significant addition that doubled its square footage and added a roof extension on its southeast façade.

The Rio Linda Poultry Producers' Association maintained its branch plant on Auburn Boulevard through the 1950s. After 1960, the agricultural area around Arcade Creek began transitioning to a new landscape of suburban commercial and residential development. These changes reduced the demand for chicken feed but increased the demand for consumer goods such as home furnishings. After 1960, the Rio Linda Poultry Producers' Association branch plant became leased to a series of furniture retailers: Weston Furniture (1961-1962); Wroten Furniture (1963 to 1964); Marshall's

Payless Furniture (1966-1971); and Krossa's Furniture, which occupied the property after 1974 (Sacramento Directory Co. 1960-1974).

EVALUATION FOR CRHR & NRHP ELIGIBILITY

From 1930 to 1960, the Rio Linda Poultry Producers' Association branch plant received eggs and sold chicken feed to northern Sacramento County poultry farmers who lived outside the immediate Rio Linda area. By 1930, poultry farming had become an important agricultural activity in the vicinity of Arcade Creek in northern Sacramento County, and the Rio Linda Poultry Producers' Association sought to expand its chicken feed business into the area. The branch plant, however, was a smaller facility compared to the Association's main warehouses in Rio Linda. Likewise, as a receiving station, the branch plant competed with other egg receiving stations in the Sacramento area, including those of the Poultry Producers of Central California, the Rio Linda Egg and Poultry Exchange, and the Sacramento Egg Exchange, making it one of several places where northern Sacramento County poultry farmers exchanged eggs. For these reasons, the Rio Linda Poultry Producers' Association branch plant is not associated with events that made a significant contribution to the broad patterns of local, state, or national history. It is not eligible for listing on the NRHP under Criterion A or on the CRHR under Criterion 1.

The Rio Linda Poultry Producers' Association branch plant is not associated with the lives of persons significant in local, state, or national history past. For many years, the Association employed P. R. Lyding, an experienced poultryman, as an advisor. Lyding may have participated in the planning of the branch plant but kept his offices at the Association's main facilities in Rio Linda. His significance in the history of Sacramento County poultry farming is also diminished by the success of competing egg exchanges. Therefore, the Rio Linda Poultry Producers' Association branch plant is not eligible under NRHP Criterion B or CRHR Criterion 2.

As a commercial building serving a customer base that consisted of rural northern Sacramento County poultry farmers, the Rio Linda Poultry Producers' Association branch plant offers a variation of what the architectural historians Herbert Gottfried and Jan Jennings call "Gable Front" commercial architecture. According to Gottfried and Jennings, the wood-frame gable front store "was most often a small-town or rural building" that "served as a general store, hardware, grocery feed store, or small implements store." Its "straight gable roof and the end wall gable defined the form." The Rio Linda Poultry Producers' Association branch plant, however, located its entrances on the sides of its buildings, not on its gable end walls. The branch plant's use of corrugated metal siding also diverges from Gable Front's characteristic use of clapboard siding. For these reasons, the Rio Linda Poultry Producers' Association branch plant does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, the Rio Linda Poultry Producers' Association branch plant is not eligible under NRHP Criterion C or CRHR Criterion 3.

The Rio Linda Poultry Producers' Association branch plant was not a residential structure, so it likely did not possess a privy or trash pit. Additionally, with a construction date in the 1930s in an urban environment, it likely received trash collection service. Therefore, the branch plant does not show, and is not likely to yield, information important to history or prehistory. Therefore, it is not eligible under NRHP Criterion D or CRHR Criterion 4.

The Rio Linda Poultry Producers' Association branch plant retains integrity of location, as it remains in the same place as constructed in 1930. It does not, however, retain integrity of materials, design, feeling and workmanship due to modifications made to the northeast building (4705 Auburn Boulevard) after 1960. These include the smooth cement siding panels, fixed ribbon windows with wood casings and apron, and stucco siding added to the building's southeast façade to create a display suitable for furniture retailers. Similarly, permanent signage installed near the southwest building emphasizes furniture retailing, not poultry farming. Because it no longer serves poultry farmers and no longer remains associated with the Rio Linda Poultry Producers' Association, the branch plant does not retain integrity of association. Likewise, because the surrounding area is now characterized by suburban commercial and residential uses and not agricultural uses, the branch plant does not retain integrity of setting.

Regardless of integrity, due to lack of historical significance, the Rio Linda Poultry Producers' Association branch plant does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as part of any known or suspected historic district.

SCF-002 Myrtle Avenue

The evaluated segment of Myrtle Avenue begins at the intersection of Myrtle Avenue and Auburn Boulevard and extends west for approximately 0.07 miles. The road is a straight, two-lane neighborhood collector street with asphalt paving. It has subsurface utilities accessed by iron manhole covers, and, on the north side only, curb, gutter, sidewalk, and storm water drain facilities.

Property-History

Myrtle Avenue originated as the southern boundary of sections 52, 47, 38, and 33 on the Sacramento Valley Colonization Company's 1910 plat of Rancho del Paso. Additionally, Myrtle Avenue traced the northern boundary of Arcade Park, an 1,800-acre small farm colony established in 1910 in sections 32, 39, 40, 45, and 46 (Sacramento Suburban Fruit Lands Company 1916). It received asphalt paving between 1937 and 1952. After 1960, it became a two-lane suburban collector street as surrounding small farms became subdivided into single-family residential housing tracts.

Evaluation for CRHR and NRHP Eligibility

Myrtle Avenue originated as a rural section line road that traced the southern boundaries of sections 52, 47, 38, and 33 in the Sacramento Valley Colonization Company's 1910 survey of Rancho del Paso. The tendency for section and quarter-section lines to serve as rights-of-way for rural county roads was commonplace during the late nineteenth and early twentieth centuries. Myrtle remained a rural country road

through the first half of the 20th century. After 1960, however, it became repurposed as a two-lane collector street lined with detached single-family residential properties. Adapted to the new suburban landscape of northern Sacramento County, Myrtle Avenue connected quiet neighborhood streets to Auburn Boulevard, a four-lane arterial street. This, however, represents no significant contribution to the broad patterns of our history at the local, state, or national level. Myrtle Avenue was one of many hundreds of rural section line roads repurposed as suburban collector streets in Sacramento County after 1950. As such, Myrtle Avenue is not associated with any significant historical events and is not eligible under NRHP Criterion A or CRHR Criterion 1.

Myrtle Avenue is not associated with any significant person or group of people. Like nearby Hemlock Street, Walnut Street, and Date Avenue, Myrtle Avenue was named for a species of tree, not an individual. 1920s newspaper mentions of Myrtle Avenue identify G. W. Neff and W. Weston as early residential homebuilders, but these individuals do not appear associated with the road's development, nor do they appear significant in the development of the surrounding area (Sacramento Bee 1921). Therefore, Myrtle Avenue does not demonstrate association with the lives of persons significant in history and is not eligible under NRHP Criterion B or CRHR Criterion 2.

Myrtle Avenue possesses design features consistent with rural county section line roads established in Sacramento County and in the broader United States after 1890. By 1937, Myrtle Avenue, west of Auburn Boulevard, remained an unimproved two-lane dirt road. By 1952 it had received asphalt paving. By 1971, it possessed sidewalks and appeared indistinguishable from scores of quiet neighborhood streets and two-lane collector streets established in the area (aerial photographs). Therefore, Myrtle Avenue does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. It is not eligible under NRHP Criterion C or CRHR Criterion 3.

Myrtle Avenue does not possess the potential for subsurface archaeological deposits, and, accordingly, was not tested. Accordingly, Myrtle Avenue does not show, and is not likely to yield, information important to history or prehistory. Therefore, it is not eligible under NRHP Criterion D or CRHR Criterion 4.

Myrtle Avenue retains integrity of location, as it still traces the southern boundaries of sections 52, 47, 38, and 33 in the Sacramento Valley Colonization Company's 1910 survey of Rancho del Paso. Because it received asphalt paving during the 1940s and sidewalks during the 1960s, Myrtle Avenue does not retain integrity of design, materials, and workmanship. Likewise, because it became repurposed as a two-lane collector street lined with detached single-family residential properties after 1960, Myrtle Avenue does not retain integrity of feeling and setting.

Regardless of integrity, due to lack of historical significance, Myrtle Avenue does not meet NRHP or CRHR eligibility criteria as an individual resource, nor as a part of any known or suspected district.

PROJECT IMPACTS

The proposed project would demolish both buildings onsite. Since neither building is eligible for listing, the demolition of the structures would not be considered an adverse impact to a historic resource. No other known cultural resources are located onsite.

The project is unlikely to impact human remains buried outside of formal cemeteries; however, if human remains are encountered during construction, mitigation is included specifying how to comply with CEQA Guidelines Section 15064.5 (e), Sections 5097.97 and 5097.98 of the State Public Resources Code, and Section 7050.5 of the State Health and Safety Code. Therefore, with mitigation, project impacts to cultural resources will be ***less than significant***.

HAZARDS AND HAZARDOUS MATERIALS

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

- Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

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 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.[1]

The U.S. Environmental Protection Agency (EPA) designed part of the technical regulations for 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 basic causes of release, including spills, overfilling, and/or tank corrosion. Each of these causes can be addressed and theoretically prevented by design standards and practices.

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

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

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

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[1] California Department of Toxic Substances Control, EnviroStor, Accessed May 4, 2023, http://www.envirostor.dtsc.ca.gov/public/; State Water Resources Control Board, GeoTracker, Accessed May 4, 2023, https://geotracker.waterboards.ca.gov/

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

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

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

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

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

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

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

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

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

DISCUSSION OF PROJECT IMPACTS: UNDERGROUND FUEL STORAGE TANKS

The proposed project will include two underground fuel storage tanks. The proposed tanks are one 20,000-gallon unleaded tank and one 20,000-gallon premium/diesel split tank. 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***.

DISCUSSION OF PROJECT IMPACTS: 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***.

DISCUSSION OF PROJECT IMPACTS: HAZARDOUS EMISSIONS WITHING ¼-MILE OF SCHOOL

There are no schools within a ¼ mile of the project site; however, there are single-family and multi-family residences across Myrtle Avenue. The nearest sensitive receptor would be the multi-family complex approximately 130 feet from the fueling pumps, north across Myrtle Avenue. SMAQMD does not have any regulations requiring a minimum distance between sensitive receptors (e.g., residences) and gasoline dispensing operations (refer to discussion of Toxic Air Emissions under Air Quality above). 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 proposed facility is estimating a daily throughput of 6,397 gallons of fuel (2.5 million gallons per year), which is less than the 3.6-million-gallon threshold for a "large gas station". The parcel boundaries and fueling areas are both farther than the 50-foot recommended separation for fuel dispensing facilities and sensitive receptors.

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

GREENHOUSE GAS EMISSIONS

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

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

REGULATORY BACKGROUND

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. SB 32 extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order (EO) S-03-05 identifies a longer-term goal for 2050.[2]

COUNTY OF SACRAMENTO CLIMATE ACTION PLANNING

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 Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for proposed development-level analysis.

In April 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB's 2017 Climate Change Scoping Plan. The Sacramento County Board of

[2] 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.

Supervisors adopted the updated GHG threshold in December 2020. SMAQMD's technical support document, "Greenhouse Gas Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

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

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

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-12. 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-14.

Table IS-12: SMAQMD Thresholds of Significance for Greenhouse Gases

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

PROJECT IMPACTS

CONSTRUCTION-GENERATED GREENHOUSE GAS EMISSIONS

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. The project's construction-generated CO_2 emissions are 212.62 MT, which is considerably less than the 1,100 MT/year threshold. Therefore, construction-related GHG impacts are considered ***less than significant***.

OPERATIONAL PHASE GREENHOUSE GAS EMISSIONS

The project will implement BMP 1 and BMP 2 in their entirety. Kimley-Horn prepared a GHG Report (Appendix F) for the project. Annual operational emissions were anticipated to be 577 MT CO_2e per year, which is significantly less than the 1,100-MT threshold. Mitigation has been included such that the project will implement BMP 1 and BMP 2. The impacts from GHG emissions are ***less than significant with mitigation***.

ENVIRONMENTAL MITIGATION MEASURES

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

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

Applicant _____ Date: _____

MITIGATION MEASURE A: AIR QUALITY BEST MANAGEMENT PRACTICES

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

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

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and

off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

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

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

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

MITIGATION MEASURE B: MIGRATORY BIRD NEST PROTECTION

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

1. If construction activity (which includes clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1 and September 15, a survey for active migratory bird nests shall be conducted no more than 14 days prior to construction by a qualified biologist.

2. Trees slated for removal shall be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during the nesting season, which is February through September, shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.

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

MITIGATION MEASURE C: SURFACE WATERS

Prior to approval of the improvement plans or grading plan, whichever comes first, the applicant shall obtain all applicable permits and/or agreements (WDR) from the Central Valley Regional Water Quality Control Board. The applicant shall submit copies of all the permits/agreements to the Environmental Coordinator.

If regulatory permitting processes result in less than a 1:1 compensation ratio for loss of wetlands, the Project applicant shall demonstrate that the wetlands which went unmitigated/uncompensated as a result of permitting have been mitigated through other means. Acceptable methods include payment into a mitigation bank or protection of off-

site wetlands through the establishment of a permanent conservation easement, subject to the approval of the Environmental Coordinator.

MITIGATION MEASURE D: NATIVE TREE REMOVAL

The removal of native trees and encroachment into a native oak totaling **51.35** inches dbh of native trees (#s 107, 109, 112, & 114) shall be compensated for by planting in-kind native trees equivalent **52** inches dbh, based on the ratios listed below, 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*), California sycamore (*Platanus racemosa*), California black walnut (*Juglans californica*, which is also a List 1B plant), Oregon ash (*Fraxinus latifolia*), western redbud (*Cercis occidentalis),* gray pine (*Pinus sabiniana*), California white alder (*Alnus rhombifolia*), boxelder (*Acer negundo*), California buckeye (*Aesculus californica*), narrowleaf willow (*Salix exigua*), Gooding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), shining willow (*Salix lucida*), Pacific willow (*Salix lasiandra*), and dusky willow (*Salix melanopsis*).

Replacement tree planting shall be completed prior to approval of grading or improvement plans, whichever comes first. A total of **52** inches will require compensation.

Equivalent compensation based on the following ratio is required:

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

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

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

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

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.

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

MITIGATION MEASURE E: CONSTRUCTION PROTECTION FOR NATIVE TREES

With the exception of the trees removed and compensated for through Mitigation Measure C, above, all native trees with a minimum 6-inch trunk diameter at breast height (dbh) on the project site, all portions of adjacent off-site native trees which have driplines that extend onto the project site, and all off-site native trees which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:

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

2. **Encroachment into Tree # 109 shall be limited to the area of planned improvements.** Chain link fencing or a similar protective barrier shall be installed at the limits of construction. The rest of the fencing shall be placed a minimum of one foot outside of 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. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.

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

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

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

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

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

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

13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a

trickle) that slowly applies water to the soil until water has penetrated at least one foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk. Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more.

MITIGATION MEASURE F: NON-NATIVE TREE CANOPY REPLACEMENT

Removal of non-native tree canopy for development shall be mitigated by creation of new tree canopy equivalent to the square footage of the non-native tree canopy removed. The removal of several non-native trees, referenced in the Initial Study, would require 2,655 square feet of replacement tree canopy. New tree canopy area shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento County Tree Foundation).

MITIGATION MEASURE G: INADVERTENT DISCOVERY OF CULTURAL RESOURCES

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

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

2. **Unanticipated cultural resources**. In the event of an inadvertent discovery of cultural resources (excluding human remains) during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined

due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense.

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

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

MITIGATION MEASURE H: GREENHOUSE GASES TIER 1 BMPS

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

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

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

- BMP 2: Electric vehicle ready: Projects shall meet the current CalGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready. CalGreen Tier 2 standards for multi-family residential projects require 20% of parking to be made EV Ready. The project proponent shall provide a minimum of two EV Ready parking spaces.

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

    - EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or

blank cover needed to support future installation of one or more charging stations.

MITIGATION MEASURE COMPLIANCE

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

1. The proponent shall comply with the MMRP for this project, including the payment of a fee to cover the Office of Planning and Environmental Review staff costs incurred during implementation of the MMRP. The MMRP fee for this project is **$9,500.00**. This fee includes administrative costs of $1,103.00.

2. Until the balance of the MMRP fee has been paid, no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.

INITIAL STUDY CHECKLIST

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

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

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

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

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
4. **AESTHETICS** - Would the project:					
a. Substantially alter existing viewsheds such as scenic highways, corridors or vistas?				X	The project does not occur in the vicinity of any scenic highways, corridors, or vistas.
b. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings?				X	The project is not located in a non-urbanized area.
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		Construction will not substantially degrade the visual character or quality of the project site. It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity
d. Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect day or nighttime views in the area?			X		The project will not result in a new source of substantial light, glare or shadow that would result in safety hazards or adversely affect day or nighttime views in the area. Refer to the Aesthetic discussion in the Environmental Effects section above.
5. **AIRPORTS** - Would the project:					
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?				X	The project occurs outside of any identified public or private airport/airstrip safety zones.
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?				X	The project occurs outside of any identified public or private airport/airstrip noise zones or contours.
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?				X	The project does not affect navigable airspace.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	The project does not involve or affect air traffic movement.
6. **PUBLIC SERVICES** - Would the project:					
a. Have an adequate water supply for full buildout of the project?			X		The water service provider has adequate capacity to serve the water needs of the proposed project.
b. Have adequate wastewater treatment and disposal facilities for full buildout of the project?			X		The Sacramento Area Sewer District (SacSewer) has adequate wastewater treatment and disposal capacity to service the proposed project.
c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		The Kiefer Landfill has capacity to accommodate solid waste until the year 2050.
d. Result in substantial adverse physical impacts associated with the construction of new water supply or wastewater treatment and disposal facilities or expansion of existing facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing service lines are located within existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from service line extension.
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?			X		Minor extension of infrastructure would be necessary to serve the proposed project. Existing stormwater drainage facilities are located within existing roadways and other developed areas, and the extension of facilities would take place within areas already proposed for development as part of the project. No significant new impacts would result from stormwater facility extension.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?			X		Minor extension of utility lines would be necessary to serve the proposed project. Existing utility lines are located along existing roadways and other developed areas, and the extension of lines would take place within areas already proposed for development as part of the project. No significant new impacts would result from utility extension.
g. Result in substantial adverse physical impacts associated with the provision of emergency services?			X		The project would incrementally increase demand for emergency services but would not cause substantial adverse physical impacts as a result of providing adequate service.
h. Result in substantial adverse physical impacts associated with the provision of public school services?				X	The project will not require the use of public school services.
i. Result in substantial adverse physical impacts associated with the provision of park and recreation services?				X	The project will not require park and recreation services.
7. **TRANSPORTATION** - Would the project:					
a. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?			X		According to the Sacramento County Transportation Analysis Guidelines, the proposed project would be considered a local-serving retail use and is not subject to VMT analysis.
b. Result in a substantial adverse impact to access and/or circulation?			X		The project would add a driveway off of Myrtle Ave and would provide sidewalks around the north and east project site boundaries. The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Result in a substantial adverse impact to public safety on area roadways?			X		The project would not result in a substantial adverse impact to public safety on area roadways. The project will be required to comply with applicable access and circulation requirements of the County Improvement Standards and the Uniform Fire Code. Upon compliance, impacts are less than significant.
d. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		The project does not conflict with alternative transportation policies of the Sacramento County General Plan, with the Sacramento Regional Transit Master Plan, or other adopted policies, plans or programs supporting alternative transportation.
8. **AIR QUALITY** - Would the project:					
a. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?			X		The project does not exceed the screening thresholds established by the Sacramento Metropolitan Air Quality Management District and will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. Compliance with existing dust abatement rules and standard construction mitigation for vehicle particulates will ensure that construction air quality impacts are less than significant.
b. Expose sensitive receptors to pollutant concentrations in excess of standards?			X		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. Project is beyond the 50-ft recommended CARB separation from residences. Refer to the Air Quality discussion of Environmental Effects section above.
c. Create objectionable odors affecting a substantial number of people?			X		The project could result in occasional or periodic odors. Refer to the Air Quality discussion of Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
9. **NOISE** - Would the project:					
a. Result in generation of a temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the local general plan, noise ordinance or applicable standards of other agencies?			X		The project is not in the vicinity of any uses that generate substantial noise, nor will the completed project generate substantial noise. The project will not result in exposure of persons to, or generation of, noise levels in excess of applicable standards. Refer to Noise discussion of Environmental Effects section above.
b. Result in a substantial temporary increase in ambient noise levels in the project vicinity?			X		Project construction will result in a temporary increase in ambient noise levels in the project vicinity. This impact is less than significant due to the temporary nature of the these activities, limits on the duration of noise, and evening and nighttime restrictions imposed by the County Noise Ordinance (Chapter 6.68 of the County Code).
c. Generate excessive groundborne vibration or groundborne noise levels.			X		The project will not involve the use of pile driving or other methods that would produce excessive groundborne vibration or noise levels at the property boundary.
10. **HYDROLOGY AND WATER QUALITY** - Would the project:					
a. Substantially deplete groundwater supplies or substantially interfere with groundwater recharge?			X		Sacramento Suburban Water District is the water provider for the project. The project will incrementally add to groundwater consumption; however, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are minor.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Substantially alter the existing drainage pattern of the project area and/or increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		The project does not involve any modifications that would substantially alter the existing drainage pattern and or/increase the rate or amount of surface runoff in a manner that would lead to flooding. Compliance with applicable requirements of the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards will ensure that impacts are less than significant. Refer to Hydrology discussion in the Environmental Effects section above.
c. Develop within a 100-year floodplain as mapped on a federal Flood Insurance Rate Map or within a local flood hazard area?			X		The project site is in a local flood hazard area, but not in a federally mapped floodplain. Compliance with the County Floodplain Management Ordinance, County Drainage Ordinance, and Improvement Standards will assure less than significant impacts. Refer to the Hydrology discussion in the Environmental Effects section above.
d. Place structures that would impede or redirect flood flows within a 100-year floodplain?				X	The project site is not within a 100-year floodplain.
e. Develop in an area that is subject to 200 year urban levels of flood protection (ULOP)?				X	The project is not located in an area subject to 200-year urban levels of flood protection (ULOP).
f. Expose people or structures to a substantial risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		The project will not expose people or structures to a substantial risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
g. Create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems?			X		Adequate on- and/or off-site drainage improvements will be required pursuant to the Sacramento County Floodplain Management Ordinance and Improvement Standards. Refer to the Hydrology discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
h. Create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality?			X		Compliance with the Stormwater Ordinance and Land Grading and Erosion Control Ordinance (Chapters 15.12 and 14.44 of the County Code respectively) will ensure that the project will not create substantial sources of polluted runoff or otherwise substantially degrade ground or surface water quality. All underground storage tanks are subject to federal and State regulations pertaining to operating standards, leak reporting requirements, and corrective action requirements. The County Environmental Management Department enforces these regulations. Existing regulations will ensure that impacts are less than significant.
11. **GEOLOGY AND SOILS** - Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X		Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will ensure less than significant impacts.
b. Result in substantial soil erosion, siltation or loss of topsoil?			X		Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction. Refer to the Hydrology discussion in the Environmental Effects section above.

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

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
c. Have a substantial adverse effect on streams, wetlands, or other surface waters that are protected by federal, state, or local regulations and policies?		X			Approximately 300 linear feet of a roadside ditch will be filled be the project. This ditch may be considered waters of the state and mitigation to secure permitting will reduce impacts to less than significant. Refer to Biological Resources discussion of the Environmental Effects section above.
d. Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species?		X			While the site has trees along its northern and western perimeters, the trees are small and would not support nesting raptors. The trees have the potential to provide nesting habitat to smaller migratory nesting birds. Refer to Biological Resources discussion of the Environmental Effects section above.
e. Adversely affect or result in the removal of native or landmark trees?		X			Native and/or landmark trees occur on the project site and/or may be affected by on and/or off-site construction. Mitigation is included to ensure impacts are less than significant. Refer to the Biological Resources discussion in the Environmental Effects section above.
f. Conflict with any local policies or ordinances protecting biological resources?		X			The project will remove non-native tree canopy. New trees will be planted consistent with local policies protecting biological resources. Refer to Biological Resources discussion of the Environmental Effects section above.
g. Conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, state or federal plan for the conservation of habitat?				X	There are no known conflicts with any approved plan for the conservation of habitat.
13. **CULTURAL RESOURCES** - Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource?			X		No historical resources would be affected by the proposed project. Refer to the Cultural Resources discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Have a substantial adverse effect on an archaeological resource?			X		No known archaeological resources occur on-site.
c. Disturb any human remains, including those interred outside of formal cemeteries?		X			The project site is located outside any area considered sensitive for the existence of undiscovered human remains. No known human remains exist on the project site. Nonetheless, mitigation has been recommended to ensure appropriate treatment should remains be uncovered during project implementation.
14. **TRIBAL CULTURAL RESOURCES** - Would the project:					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?			X		Notification pursuant to Public Resources Code 21080.3.1(b) was provided to the tribes on April 11, 2023, and requests for consultation were not received. Tribal cultural resources have not been identified in the project area.
15. **HAZARDS AND HAZARDOUS MATERIALS** - Would the project:					
a. Create a substantial hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		The project would involve the transport of gasoline to the project site. The proposed project would adhere to all applicable local, state, and federal regulations pertaining to safe transport and disposal of these materials. Adherence to existing regulations would ensure that impacts would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
b. Expose the public or the environment to a substantial hazard through reasonably foreseeable upset conditions involving the release of hazardous materials?			X		The project would involve the storage of hazardous materials on the site (i.e., underground storage tanks). However, compliance with local, state and federal standards regarding the construction and maintenance of these tanks will provide adequate protection from upset conditions. Adherence to existing regulations would ensure that impacts would be less than significant. Refer to the Hazards and Hazardous Materials discussion in the Environmental Effects section above.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X	The project site is not located within ¼ mile of an existing /proposed school.
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in a substantial hazard to the public or the environment?				X	The project is not located on a known hazardous materials site.
e. Impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan?			X		The project would not interfere with any known emergency response or evacuation plan.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
f. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to or intermixed with urbanized areas?				X	The project is located within an urbanized area of unincorporated Sacramento County. The project site is not located within a Very High Fire Hazard Severity Zone.[3] The project site is not within or adjacent to wildlands. As such, there is no significant risk of loss, injury, or death to people or structures associated with wildland fires, and no impact would occur.
16. ENERGY – Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?			X		While the project will introduce a new fueling station, convenience store, and fast-food restaurant and increase energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in less than significant impacts.
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		The project will comply with Title 24, Green Building Code, for all project efficiency requirements.

[3] CalFire, Sacramento County Very High Fire Hazard Severity Zones in LRA map, October 2008, available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/, accessed June 1, 2023.

	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact	Comments
17. GREENHOUSE GAS EMISSIONS – Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X			The project would comply with the SMAQMD greenhouse gas emissions (GHG) Tier 1 best management practices (BMPs). The California Emissions Estimator Model (CalEEMod) was used to estimate the GHG emissions associated with the project. Operational GHG emissions associated with the project are estimated to generate 577 MT of CO_2e per year, which is less than 1,100 MT of CO_2e per year threshold. Compliance with SMAQMD Tier 1 GHG reduction BMPs would result in a less than significant impact with mitigation. Refer to the Greenhouse Gas Emissions discussion in the Environmental Effects section above.
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emission of greenhouse gases?			X		The project is consistent with County policies adopted for the purpose or reducing the emission of greenhouse gases.

SUPPLEMENTAL INFORMATION

LAND USE CONSISTENCY	Current Land Use Designation	Consistent	Not Consistent	Comments
General Plan	COMM/OFF – Commercial and Office	X		
Community Plan	General Commercial (GC)	X		
Land Use Zone	General Commercial (GC)	X		

INITIAL STUDY PREPARERS

Environmental Coordinator: Julie Newton

Senior Environmental Analyst: Alison Little

Environmental Analyst: Josh Greetan

Office Manager: Kim Reading

Administrative Support: Jessica Love

APPENDICES

Due to length, all Appendices are available to view at the Sacramento County Planning and Environmental Review, 827 7th Street, Sacramento, CA 95814, Room 225 during normal business hours or online at:

https://planningdocuments.saccounty.net/ViewProjectDetails.aspx?ControlNum=PLNP2022-00015

Appendix A: Traffic Analysis. Kimley-Horn, February 2023.

Appendix B: Air Quality Report. Kimley-Horn, May 2022.

Appendix C: Noise Report. Kimley-Horn, May 2022.

Appendix D: Drainage Report. Kimley-Horn, December 2022.

Appendix E: Arborist Report. HELIX Environmental, May 2022.

Appendix F: GHG Report, Kimley-Horn, May 2022.