



LEISURE LANE GAS STATION (P22-037)

**GAS STATION AND RETAIL PROJECT INITIAL
STUDY/MITIGATED NEGATIVE DECLARATION**

ERRATA SHEET

February 2025

INTRODUCTION

This errata sheet presents, in ~~double strike through~~ and double-underline format, the revisions to the Initial Study/ Mitigated Negative Declaration (IS/MND) for the Leisure Lane Gas Station Project (Project). The revisions to the IS/MND reflected in this errata sheet do not affect the adequacy of the previous environmental analysis contained in IS/MND. Because the changes presented below would not result in any new significant impacts or an increase in impact significance from what was identified in the IS/MND, recirculation of the IS/MND is not required.

CHANGES TO THE IS/MND

1. The IS/MND references compliance with the 2035 General Plan and its associated Master Environmental Impact Report (MEIR) starting on page 2 and throughout the document. Since circulation of the Draft ISMND in April 2023, the City adopted the 2040 General Plan and MEIR (City Council Resolution No. 2024-0065). No additional environmental impacts would occur that weren't already disclosed in the ISMND as a result of the adoption of the 2040 General Plan MEIR. The ISMND has been updated to reference the 2040 General Plan and MEIR throughout the ISMND. Also on page 2, the deletion to reference 15176 (b) as shown as "See Guidelines Section 15176 ~~(b), and~~ (d)".
2. The following revisions are made to the Project Description beginning on page 4 and throughout the IS/MND:
Boulevard Construction proposes to construct a new gas station and retail building on an undeveloped parcel located approximately 0.1 miles east of the Leisure Lane and Expo Parkway intersection (Figure 4. Project Features). The proposed retail building will include a ~~2,280~~ 4,225 square foot (sf) convenience store building (with 400 sf pharmacy), and 2,200 sf mezzanine. The proposed gas station will include six MPDs (multiple product dispensers). Site improvements would include parking stalls (including ADA and EV charging parking), trash enclosure, site lighting and landscaping.
3. The zoning for the site is no longer C-2-LI as the -LI was removed from the code. The 2040 General Plan designation for the site is now Commercial Mixed Use instead of Suburban Center. The IS/MND has been updated throughout to reference the correct zoning and land use designation.

Comments and Responses

The City prepared the Gas Station and Retail Project Initial Study with a Proposed Mitigated Negative Declaration (IS/MND) for the Leisure Lane/Expo Parkway Project (proposed project), and circulated the document for public review and comment from May 4, 2023 to June 5, 2023. Written comments were received as follows:

Letter #	Entity	Type of Entity	Author(s) of Comment Letter/e-mail	Date Received
1	Lola Acosta	Public	Lola Acosta	June 5, 2023
2	Central Valley Regional Water Quality Control Board	Agency	Peter Minkel	June 5, 2023
3	Elaine Jackson	Public	Lola Acosta	June 5, 2023
4	Lynne Perry	Public	Michaela Schunk, Council Representative	June 1, 2023
5	Sacramento Metropolitan Air Quality Management District	Agency	Paul Philley	June 6, 2023
6	Sacramento Municipal Utility District (SMUD)	Agency	Rob Ferrera	June 5, 2023
7	Woodlake Neighborhood Association	Public	Jane Woehl	June 6, 2023

The comments are acknowledged by the City and have been considered as part of the project planning and its implementation. The comments received did not identify any new significant effect, increase in severity of an impact identified in the IS/MND, or any significant new information. Thus, recirculation of the IS/MND is not required.

The responses below include responses to each comment letter submitted regarding the proposed project. Where revisions to the IS/MND text are required in response to a comment, new text is double underlined and deleted text is ~~struck through~~.

1. Response to Lola Acosta, 6/5/23:

The comment letter included comments regarding impacts to traffic, air quality and groundwater. The following provides a summary of comments and a response to each comment.

Traffic and Air Quality

The comment letter stated that the proposed project would add further traffic into the Southgate/Canterbury area and worsen air quality from additional auto exhaust fumes.

Impacts to traffic were analyzed within Section 13 Transportation and Circulation of the ISMND. Pursuant to checklist response B, December 2018 OPR technical guidance regarding Vehicle Miles Traveled (VMT), adding retail opportunities within existing neighborhoods and local serving retail projects can shorten trips and reduce overall VMT and therefore impacts to Air Quality. In contrast, regional destination retail projects would draw customers from larger trade areas, potentially substituting for shorter trips and increasing VMT. The OPR guidance suggests that any retail projects, including stores larger than 50,000 sf, might be considered as regional serving retail and therefore require an analysis of net change in VMT. As this project is composed of a gas station, 1,640-square foot convenience store and 2,280-square foot drive-through restaurant, consistent with OPR Guidelines, it was determined that the project would not project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The proposed gas station would serve existing local traffic and is not anticipated to increase traffic or impacts to air quality. This comment will be forwarded to the decisionmakers as part of their consideration of the proposed project.

Groundwater

The comment letter expressed concerns that groundwater contamination may occur since the gas station was being installed so close to the American River.

As stated in Section 8 of the ISMND, the American River is located approximately 3,015 feet (0.56 miles) south of the project site. As stated in Section Groundwater would not be anticipated to be encountered during construction of the site, as the site is already graded and vacant. Thus, the proposed project would have a less than significant impact related to the potential to expose construction workers and pedestrians to contaminated groundwater and implementation of the proposed project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

2. Response to Peter Minkel, Central Valley Regional Water Quality Control Board, 6/5/23:

The comment provides background information regarding applicable regulations and required permits. The comment does not address the adequacy of the IS/MND, has been noted for the record, and will be forwarded to the decisionmakers as part of their consideration of the proposed project.

3. Response to Elaine Jackson, 6/5/23:

The comment letter included comments regarding impacts to traffic and greenhouse gas. The following provides a summary of comments and a response to each comment. All changes made to the ISMND due to the following information are presented in the ISMND Errata (see below).

Traffic

The comment letter stated that the proposed project would add further traffic into the Woodlake community area and worsen greenhouse gas from additional auto exhaust fumes.

Impacts to traffic were analyzed within Section 13 Transportation and Circulation of the ISMND. Pursuant to checklist response B, December 2018 OPR technical guidance regarding Vehicle Miles Traveled (VMT), adding retail opportunities within existing neighborhoods, local serving retail projects can shorten trips and reduce overall VMT. In contrast, regional destination retail projects would draw customers from larger trade areas, potentially substituting for shorter trips and increasing VMT. The OPR guidance suggests that any retail projects, including stores larger than 50,000 sf, might be considered as regional serving retail and therefore require an analysis of net change in VMT. As this project is composed of a gas station, 1,640-square foot convenience store and 2,280-square foot drive-through restaurant, consistent with OPR Guidelines, it was determined that the project would not project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The proposed gas station would serve existing local traffic and is not anticipated to increase traffic. This comment will be forwarded to the decisionmakers as part of their consideration of the proposed project.

Greenhouse Gas Emissions

The comment letter expressed concerns that the proposed gas station ignores stated goals in the City's 2040 Climate Action & Adaptation Plan which aims to reduce greenhouse gas emissions and create walkable, bicycle friendly communities with access to green space and affordable locally grown food.

As stated in Section 7 Greenhouse Gas Emissions of the ISMND, by implementing measure **AQ-2**, per the SMAQMD thresholds of significance table, the project is consistent with the Preliminary Draft CAAP. Additionally, the proposed Project would consist of infill development within an established community and adjacent to a central/corridor community, as identified in Figure 3.5 of the Draft CAAP. This is consistent with measure E-5 which is used as a measure to reduce GHG in the Preliminary Draft CAAP (City of Sacramento, 2022). Further, AQ-2 has been revised to only allow for electrical cooking equipment instead of allowing an exemption for natural gas.

Page 20 of the ISMND, Measure AQ-2 is hereby revised as follows:

AQ-2: In accordance with the SMAQMD's CEQA Guidance, all projects undergoing environmental review should implement the Tier 1 BMPs – even if they do not exceed the operational screening table in Chapter 4 of the CEQA guide.

- ~~BMP 1 – Projects shall be designed and constructed without natural gas infrastructure. For the area of the building with cooking equipment, the building official shall grant the exemption only for fuel gas piping, fixtures, or infrastructure necessary for cooking equipment within the designated food service area.~~

If project greenhouse gas emissions are over the 1,100 metric tons CO₂e/year after the project applied Tier 1 BMPs, Tier 2 BMPs should be implemented.

- BMP 2 – Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle nearby.

4. Response to Lynne Perry, June 1, 2023:

The comment letter included comments regarding impacts to traffic and greenhouse gas. The following provides a summary of comments and a response to each comment. All changes made to the ISMND due to the following information are presented in the ISMND Errata (see below).

The comment letter stated that the proposed project would add further traffic into the Woodlake community area and worsen greenhouse gas from additional auto exhaust fumes.

Impacts to traffic were analyzed within Section 13 Transportation and Circulation of the ISMND. Pursuant to checklist response B, December 2018 OPR technical guidance regarding Vehicle Miles Traveled (VMT), adding retail opportunities within existing neighborhoods, local serving retail projects can shorten trips and reduce overall VMT. In contrast, regional destination retail projects would draw customers from larger trade areas, potentially substituting for shorter trips and increasing VMT. The OPR guidance suggests that any retail projects, including stores larger than 50,000 sf, might be considered as regional serving retail and therefore require an analysis of net change in VMT. As this project is composed of a gas station, 1,640-square foot convenience store and 2,280-square foot drive-through restaurant, consistent with OPR Guidelines, it was determined that the project would not project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The proposed gas station would serve existing local traffic and is not anticipated to increase traffic. This comment will be forwarded to the decisionmakers as part of their consideration of the proposed project.

Greenhouse Gas Emissions

The comment letter expressed concerns that the proposed gas station ignores stated goals in the City's 2040 Climate Action & Adaptation Plan which aims to reduce greenhouse gas emissions and create walkable, bicycle friendly communities with access to green space and affordable locally grown food.

As stated in Section 7 Greenhouse Gas Emissions of the ISMND, by implementing measure **AQ-2**, per the SMAQMD thresholds of significance table, the project is consistent with the Preliminary Draft CAAP. Additionally, the proposed Project would consist of infill development within an established community and adjacent to a central/corridor community, as identified in Figure 3.5 of the Draft CAAP. This is consistent with measure E-5 which is used as a measure to reduce GHG in the Preliminary Draft CAAP (City of Sacramento, 2022). Further, AQ-2 has been revised to only allow for electrical cooking equipment instead of allowing an exemption for natural gas.

Page 20 of the ISMND, Measure AQ-2 is hereby revised as follows:

AQ-2: In accordance with the SMAQMD's CEQA Guidance, all projects undergoing environmental review should implement the Tier 1 BMPs – even if they do not exceed the operational screening table in Chapter 4 of the CEQA guide.

- ~~BMP 1 – Projects shall be designed and constructed without natural gas infrastructure. For the area of the building with cooking equipment, the building official shall grant the exemption only for fuel gas piping, fixtures, or infrastructure necessary for cooking equipment within the designated food service area.~~

If project greenhouse gas emissions are over the 1,100 metric tons CO₂e/year after the project applied Tier 1 BMPs, Tier 2 BMPs should be implemented.

- BMP 2 – Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle nearby.

5. Response to Sacramento Metropolitan Air Quality Control District, Paul Philley, June 6, 2023:

The Sacramento Metropolitan Air Quality Management District (SMAQMD) comment letter included comments regarding obtaining permits and greenhouse gas emissions. The following provides a summary of comments and a response to each comment. All changes made to the ISMND due to the following information are presented in the ISMND Errata (see below).

The comment letter stated that all Gasoline Dispensing Facilities (GDFs) are required to obtain an Authority to Construction and Permit to Operate from the Sac Metro Air District. The installation of a California Air Resources Board certified vapor recovery system is also required. The project will comply with all applicable regulations and obtain all required permits prior to construction.

The comment letter also stated that the project was not consistent with the Sac Metro Air District's best management practices. The Sac Metro Air District is currently using more natural gas than described in the ARB scoping plan for 2030 and 2045; therefore, there is no inventory available for new development and exemptions for restaurants to use natural gas for cooking is no longer allowed.

Measure AQ-2 in Section 2 Air Quality of the ISMND has been revised to only allow for electrical cooking equipment instead of allowing an exemption for natural gas.

Page 20 of the ISMND, Measure AQ-2 is hereby revised as follows:

AQ-2: In accordance with the SMAQMD's CEQA Guidance, all projects undergoing environmental review should implement the Tier 1 BMPs – even if they do not exceed the operational screening table in Chapter 4 of the CEQA guide.

- ~~BMP 1 – Projects shall be designed and constructed without natural gas infrastructure. For the area of the building with cooking equipment, the building official shall grant the exemption only for fuel gas piping, fixtures, or infrastructure necessary for cooking equipment within the designated food service area.~~

If project greenhouse gas emissions are over the 1,100 metric tons CO₂e/year after the project applied Tier 1 BMPs, Tier 2 BMPs should be implemented.

- BMP 2 – Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle nearby.

6. Response to Sacramento Municipal Utility District, Rob Ferrera, June 5, 2023:

The comment provides background information regarding applicable regulations and required right of way for any potential impacts to utilities. As stated in Section 15 of the ISMND, the proposed project would not result the need for expanded utilities or result in additional demand in utilities that wasn't already planned for in the City's Master Plan EIR. Therefore, no impact would occur. The City will coordinate with SMUD as necessary prior to construction should relocations or easements to accommodate construction be required. The comment will be forwarded to the decisionmakers as part of their consideration of the proposed project.

7. Response to Jane Woehl, Woodlake Neighborhood Association, June 6, 2023:

The comment letter included comments regarding impacts to traffic and greenhouse gas. The following provides a summary of comments and a response to each comment. All changes made to the ISMND due to the following information are presented in the ISMND Errata (see below).

Traffic

The comment letter stated that the proposed project would add further traffic at the intersections of Expo Blvd, Canterbury Road, and Hwy 160 and worsen air quality from idling cars.

Impacts to traffic were analyzed within Section 13 Transportation and Circulation of the ISMND. Pursuant to checklist response B, December 2018 OPR technical guidance regarding Vehicle Miles Traveled (VMT), adding retail opportunities within existing neighborhoods, local serving retail projects can shorten trips and reduce overall VMT. In contrast, regional destination retail projects would draw customers from larger trade areas, potentially substituting for shorter trips and increasing VMT. The OPR guidance suggests that any retail projects, including stores larger than 50,000 sf, might be considered as regional serving retail and

therefore require an analysis of net change in VMT. As this project is composed of a gas station, 1,640-square foot convenience store and 2,280-square foot drive-through restaurant, consistent with OPR Guidelines, it was determined that the project would not project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The proposed gas station would serve existing local traffic and is not anticipated to increase traffic. This comment will be forwarded to the decisionmakers as part of their consideration of the proposed project.

Greenhouse Gas Emissions

The comment letter expressed concerns that the proposed gas station ignores stated goals in the City's 2040 Climate Action & Adaptation Plan which aims to reduce greenhouse gas emissions and create walkable, bicycle friendly communities with access to green space and affordable locally grown food.

As stated in Section 7 Greenhouse Gas Emissions of the ISMND, by implementing measure **AQ-2**, per the SMAQMD thresholds of significance table, the project is consistent with the Preliminary Draft CAAP. Additionally, the proposed Project would consist of infill development within an established community and adjacent to a central/corridor community, as identified in Figure 3.5 of the Draft CAAP. This is consistent with measure E-5 which is used as a measure to reduce GHG in the Preliminary Draft CAAP (City of Sacramento, 2022). Further, AQ-2 has been revised to only allow for electrical cooking equipment instead of allowing an exemption for natural gas.

Page 20 of the ISMND, Measure AQ-2 is hereby revised as follows:

AQ-2: In accordance with the SMAQMD's CEQA Guidance, all projects undergoing environmental review should implement the Tier 1 BMPs – even if they do not exceed the operational screening table in Chapter 4 of the CEQA guide.

- ~~BMP 1 – Projects shall be designed and constructed without natural gas infrastructure. For the area of the building with cooking equipment, the building official shall grant the exemption only for fuel gas piping, fixtures, or infrastructure necessary for cooking equipment within the designated food service area.~~

If project greenhouse gas emissions are over the 1,100 metric tons CO₂e/year after the project applied Tier 1 BMPs, Tier 2 BMPs should be implemented.

- BMP 2 – Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle nearby.

Comment letters/emails

From: [Lola Acosta](#)
To: [Ron Bess](#)
Cc: [Sean Loloee](#); [Manuel Lares](#)
Subject: We Oppose the Proposed Gas Station on Leisure Lane- P22-037
Date: Monday, June 5, 2023 4:57:23 PM

Ron,
my family has lived on the corner of Southgate/Canterbury for more than 40 years. We have never seen as much traffic as we do now. We oppose the project named above because it would add further auto traffic to the corner of our block and worsen the air quality from additional auto exhaust fumes.

Additional housing is under construction or planned around Woodlake and the local elementary school, adding additional air pollution and vehicle traffic to the neighborhood, where parents walk their children to Woodlake Elementary School and residents enjoy walking. Why add more cross traffic through Woodlake from a gasoline station?

Also, there are plenty of gasoline stations already in the vicinity, I counted 20 in my zip code alone, so there is no need for one more.

The state of California has a goal for limiting the sale of gasoline powered autos by 2035. How does adding another gasoline station clash with the CA goal? Why allow one more source of air and environmental pollution?

Woodlake is so close to the American River, why install another gasoline station so close by, when leaky underground gasoline tanks are notorious polluters of the soil and groundwater?

These are just some of the reasons my family opposes the gasoline station proposed for Leisure Lane. We ask you to consider the quality of life facing homeowners and other residents in our neighborhood and to reject this proposal.

Sincerely,
Lola and Mike Acosta

Central Valley Regional Water Quality Control Board

5 June 2023

Ron Bess
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
Rbess@cityofsacramento.org

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, LEISURE LANE /EXPO PARKWAY GAS STATION AND RETAIL PROJECT (P22-037), SCH#2023050099, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 4 May 2023 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Leisure Lane /Expo Parkway Gas Station and Retail Project (P22-037), located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic

General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

“STOP THE GAS STATION ON LEISURE LANE”

Proposed 24hr Chevron Gas Station/Mini Mart/ Drive Thru Quick Serve Restaurant on Leisure Lane

I am writing to express my opposition to the planned gas station development on Leisure Lane near the heavily congested intersection of Hwy160, Royal Oaks Drive, Exposition Blvd, and Expo Parkway. This project is too close to the on and off ramps to I-80 and to Costco (dangerous). There are already 17 gas stations within 4 miles of this site, 11 of which are open 24 hours, and all with mini-marts/liquour stores.

This proposed gas station ignores stated goals in the city's 2040 Climate Action & Adaptation Plan, which aim to reduce greenhouse gas emissions and create walkable, bicycle friendly communities with access to green space and affordable locally grown food.

It will especially affect the Woodlake community by adding to the increasingly heavy traffic on Canterbury and Southgate Roads but it is a city-wide concern affecting us all with respect to the urgent need to respond now to climate change by reducing the use of fossil fuels.

Please stop using the Woodlake Area as a Test site. We want Safety First, as there are a lack of sidewalks. The traffic should not be going through a street with no sidewalks and being in a transportation corridor (dangerous).

Planning officials who are working on these projects should be living in these communities that they are making decisions for, as they/you say yes to every project no matter how they affect the people who live in them.

Please start practicing better planning practices as you work for all of us and this project will take emissions and traffic to an extreme and very dangerous level.

“NO MORE ‘BUSINESS AS USUAL. DO THE RIGHT THING!”

From: [Scott Johnson](#)
To: [Ron Bess](#)
Subject: FW: Concerns re: Leisure Lane/Expo Parkway Gas Station & Retail Project (P22-037)
Date: Thursday, June 1, 2023 2:19:12 PM
Attachments: [image001.png](#)

FYI

From: Garrett Norman <GNorman@cityofsacramento.org>
Sent: Thursday, June 1, 2023 2:18 PM
To: Michaela Schunk <MSchunk@cityofsacramento.org>
Cc: Sean Loloee <SLoloee@cityofsacramento.org>; perrylynn15@gmail.com; Deja Harris <DNHarris@cityofsacramento.org>; Scott Johnson <SRJohnson@cityofsacramento.org>
Subject: RE: Concerns re: Leisure Lane/Expo Parkway Gas Station & Retail Project (P22-037)

Thank you, Michaela.

We are currently working on an initial study to evaluate environmental impacts consistent with the California Environmental Quality Act (CEQA). This study evaluates the concerns noted by the constituent, including traffic. Once the draft of that document is complete, it can be reviewed and commented on by the public. I have copied our Senior Environmental Planner, Scott Johnson, so he can email Mrs. Lynne Perry a link to the environmental document when it is ready for public review and comment.

Feel free to forward me any correspondence you receive on the project so we can include it as public record for the project as well as for the Planning and Design Commission to consider for their decision.

Thanks again,

Garrett Norman

Senior Planner, North Area

Community Development Department

City of Sacramento

Phone: 916-808-7934

Email: gnorman@cityofsacramento.org

300 Richards Blvd, Sacramento, CA 95811

www.cityofsacramento.org/community-development



Advisory: www.cityofsacramento.org/AWSordinance

Begins on July 1, 2023

From: Michaela Schunk <MSchunk@cityofsacramento.org>

Sent: Thursday, June 1, 2023 1:42 PM

To: Garrett Norman <GNorman@cityofsacramento.org>

Cc: Sean Loloee <SLoloee@cityofsacramento.org>; perrylynne15@gmail.com

Subject: Concerns re: Leisure Lane/Expo Parkway Gas Station & Retail Project (P22-037)

Good afternoon, Garrett.

I am reaching out to relay constituent concerns regarding the Leisure Lane/Expo Parkway Gas Station & Retail Project (P22-037).

In sum, there are concerns that the project does not adhere to CAP guidelines/goals; the environmental study scope does not provide [enough] information on community impact; the proposed project is close to schools, etc.; there are several gas stations in a 4-mile radius; and traffic issues in the nearby streets that may increase because of the project.

I've copied Mrs. Lynne Perry on this email for additional information or for any questions you may have.

Thank you!

Michaela Schunk

Council Representative

Council District 2 | City of Sacramento

Mayor/Council Office, New City Hall

915 I Street, Fifth Floor, Sacramento, CA 95814

June 6, 2023

Ron Bess
City of Sacramento
Community Development Department
Environmental Planning Services Division
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
Rbess@cityofsacramento.org

Subject: RE: Notice of Availability for the Leisure Lane/Expo Parkway Gas Station Project (P22-037)

Dear Mr. Bess,

Thank you for the opportunity to comment on Initial Study/Mitigated Negative Declaration for the Leisure Lane/Expo Parkway Gas Station and Retail Project (P22-037), a request to construct a 3,930 square foot convenience store/drive through restaurant with six fuel pumps on 0.93 acres. The Sac Metro Air District provides the following comments as a responsible agency under Section 21080.3 of the California Public Resources Code:

Gasoline Dispensing Facilities

Gasoline Dispensing Facilities (GDFs) are required to obtain an Authority to Construction and Permit to Operate from the Sac Metro Air District. The installation of a California Air Resources Board certified vapor recovery system is also required. The Sac Metro Air District will conduct a health risk assessment for the GDF which may limit the gasoline throughput to meet allowable health risk levels.

For GDF application instructions and forms visit: <https://www.airquality.org/businesses/permits-registration-programs/permit-applications-recordkeeping-advisories/gasoline-dispensing-facility>. If you have any questions on GDFs, please contact Steve Mosunic, Program Supervisor with Sac Metro Air District's Permitting Section at 279-207-1137 or smosunic@airquality.org.

Greenhouse Gas Emissions

The project is NOT CONSISTENT with the Sac Metro Air District's best management practices. The Sac Metro Air District is currently using more natural gas than is described in ARB scoping plan for 2030 and 2045, meaning that there is no inventory available for new development. If the lead agency wishes to use the Sac Metro Air District's justification document and thresholds to make a less-than-significant finding, the project either needs to have no natural gas or fully offset the anticipated emissions associated with the cooking exemption described in AQ-2, as well as pre-wiring the building to allow for full conversion to all-electric in the future.

Construction

All projects are subject to Sac Metro Air District rules and regulations in effect at the time of construction. Please visit our website to [find a list of the most common rules that apply at the construction phase of projects](#). Projects undergoing any CEQA review must implement Sac

Metro Air District [Basic Construction Emission Control Practices](#), also available on our website, to help avoid significant construction-related air quality impacts.

Non-CEQA Design Comments

It was not readily apparent in the document that there was a safe way to walk to this project from any other parcel. Consider adding a marked crossing of Leisure Lane and frontage improvements.

The Sacramento Metropolitan Air Quality Management District staff thanks the City of Sacramento for the opportunity to present our comments. Questions may be sent to Paul Philley at pphilley@airquality.org.

Sincerely,

A handwritten signature in black ink that reads "Paul Philley". The signature is written in a cursive style with a large, stylized "P" at the beginning.

Paul Philley, AICP
Program Supervisor, CEQA and Land Use

C: Molly Wright, AICP, Sac Metro Air District
Scott Johnson, City of Sacramento



Sent Via E-Mail

June 5, 2023

Ron Bess, Associate Planner
City of Sacramento
Community Development Department
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811
Rbess@cityofsacramento.org

Subject: **Leisure Lane-Expo Parkway Gas Station and Retail Project /
MND / 2023050099**

Dear Mr. Bess:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for the Leisure Lane-Expo Parkway Gas Station and Retail Project (Project, SCH 2023050099). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the Project will acknowledge any impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
 - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
 - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery
- The potential need to relocate and or remove any SMUD infrastructure that may be affected in or around the project area

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

Environmental leadership is a core value of SMUD, and we look forward to collaborating with you on this Project. If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.6676, or by email at rob.ferrera@smud.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Ferrera', with a long horizontal flourish extending to the right.

Rob Ferrera
Environmental Services Specialist
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

From: kestrel@winfirst.com
To: [Ron Bess](#)
Subject: RE: P22-037 Leisure Lan/Expo Gas Station
Date: Tuesday, June 6, 2023 6:42:11 PM

This project goes against the City's Climate Action Plan recommendations. California has long been a leader in climate action, and the federal government is starting to follow suit. We need to prepare for a future that doesn't rely on dirty fossil fuel vehicles, which California pledged to stop selling by 2035.

This proposed new station contributes to furthering poor air quality from idling cars, intensify the traffic congestion at intersections of Expo Blvd, Canterbury Rd and Hwy 160 and add to the growing problem of constant traffic in the Woodlake neighborhood on a heavily trafficked route on narrow residential streets, Canterbury Road and Southgate Road, from and to the northern part of the City.

National surveys have shown that a large majority of Americans are concerned about climate and want to see government support clean energy at the expense of fossil fuels. Since Petaluma's decision to ban new gas stations, four other cities in the Bay Area have followed suit, and now, leaders in California's most car-centric metropolis are hoping to bring the climate-conscious policy to Southern California. Not approving new a gas station opens a new front in California's effort to reduce carbon emissions.

"It's really up to cities to turn around climate change," said Andy Shrader, director of environmental affairs for Los Angeles City Councilman Paul Koretz, who proposed L.A. work toward its own ban on new gas stations. While the motion hasn't gained traction, Shrader and other council leaders expect a hearing on the matter this summer.

A new gas station goes against everything we are trying to accomplish to reduce carbon emissions and negative impacts on residential neighborhoods.

Therefore, I disapprove of a new gas station proposed under P22-037.

Jane Woehl, Treasurer
Woodlake Neighborhood Assn.