June 2023 | Initial Study

OAK RIDGE ELEMENTARY SCHOOL REBUILD PROJECT

Sacramento City Unified School District

Prepared for:

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PLACEWORKS

Table of Contents

Table of Contents

APPENDICES

Table of Contents

List of Figures

Table of Contents

List of Tables

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

Abbreviations and Acronyms

CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons

Abbreviations and Acronyms

MPO	metropolitan planning organization
MT	metric ton
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TNM	transportation noise model
tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places

Abbreviations and Acronyms

USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Introduction

The Sacramento City Unified School District (District) plans to completely rebuild the Oak Ridge Elementary School campus, consisting of moving the academic portion of the campus to the northeast corner of the campus and the athletic facilities to the west, moving the existing primary campus access point on Martin Luther King Jr. Boulevard south to align with the existing 21st Avenue traffic signal, and creating a new access point for bus-emergency vehicle-pedestrian-only site access via Mendocino Boulevard at the southeast corner of the site. The school is located 4501 Martin Luther King Jr. Boulevard in the City of Sacramento. The proposed project would follow the District's master plan, Education Specifications, and 21st Century Educational Concepts. The proposed project is required to undergo an environmental review pursuant to the California Environmental Quality Act (CEQA).

As the lead agency with the principal responsibility for carrying out and approving the project, the District is required to consider the project's potential environmental consequences and determine if its benefits outweigh any significant effects. This document is an "initial study" of the effects.

1.1 PROJECT LOCATION

The 7.77-acre site contains Oak Ridge Elementary School on 4501 Martin Luther King Jr. Boulevard in the City of Sacramento. The Assessor's Parcel Number (APN) for Oak Ridge Elementary School is 020-0220-004. The project site is bound by Christian Brothers High School and a church to the north, an empty lot and commercial uses along Martin Luther King Jr. Boulevard to the west, single-family and multiple-family residential uses facing 22nd Avenue to the south, and the baseball field for Christian Brothers High School and a multiple-family complex east of the project site. The residential uses south and east of the project site are in unincorporated Sacramento County. The project site is approximately 0.95-miles east of the Sacramento Regional Transit District's light rail system (i.e., Light Rail Blue Line).

The City of Sacramento is bound by Yolo County and Solano County to the west; the City of Elk Grove to the south; and unincorporated Sacramento County to the north, east, and south. The project site is approximately 2.48 miles to the east of Interstate (I-) 5, 1.78 miles south of US Route (US-) 50, and 0.43 miles east of State Route (SR-) 99. Figure 1, *Regional Location,* Figure 2, *Local Vicinity,* and Figure 3, *Aerial Photograph,* show the project site in its regional and local contexts.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

Facilities

The project site currently operates as a kindergarten through sixth grade school and includes also one preschool classroom. Oak Ridge Elementary School was constructed in 1953 and underwent modernization in 1999 (SCUSD 2020). The campus consists of two permanent buildings which encompass 21,899 square feet of building space and 14 portable buildings which encompass 19,921 square feet of building space. The campus contains three kindergarten classrooms; one preschool classroom; three first grade, second grade, and third grade classrooms; two fourth grade classrooms; one fifth grade and two sixth grade classroom and one shared fifth and sixth grade classroom. The campus houses 41,820 square feet of building space (SCUSD 2020). These buildings are in the western portion of the site, the hardcourts are in the central portion of the site, and the playfields are in the eastern portion of the site.

Figure 3, Aerial Photograph, shows the existing site facilities from an aerial view. Figure 4a, Existing Campus Buildings and Martin Luther King Jr. Boulevard Entrance, Figure 4b, Surrounding Uses on Martin Luther King Jr. Boulevard, and Figure 4c, Mendocino Boulevard Entrance, show photos of the project site and surrounding uses. According to the Facility Conditions Assessment for Oak Ridge Elementary School, key findings indicated the following to be in poor condition (SCUSD 2020):

- Roofs and interior wall finish of several portables
- Windows of the building containing the administration and gymnasium
- Parking lot
- Kitchen cabinetry in several of the classrooms in the permanent building.

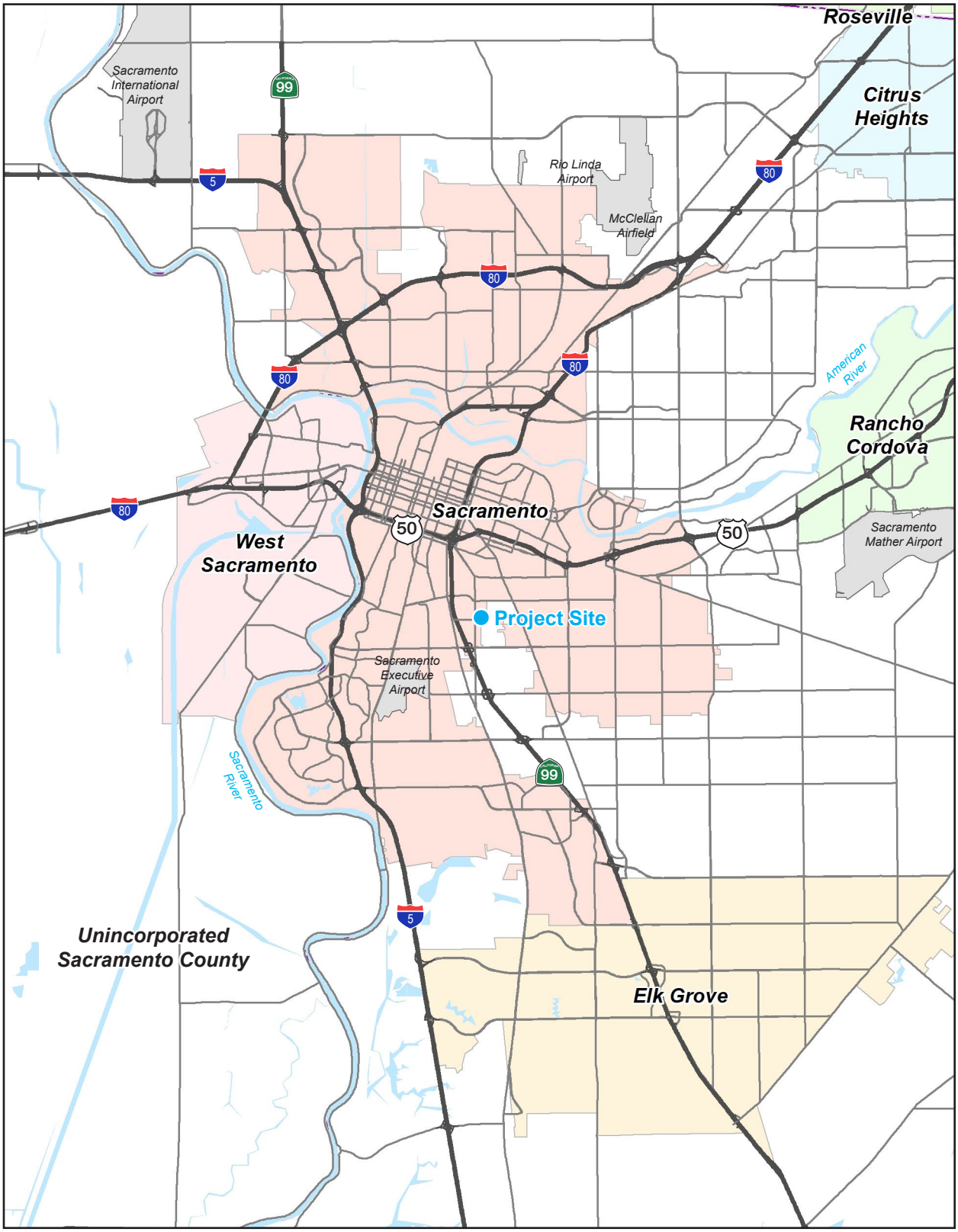
The rebuild of the project site would result in all new buildings that meet the California Department of Education's (CDE) safety standards; upgraded play equipment, field, and hardcourts; and improved and safer access and circulation.

Access and Circulation

The school's existing driveways and parking lots are located on the western portion of the site. A student drop-off loop is located on campus, accessed via Martin Luther King Jr. Blvd, and also connects to the staff parking lot. Students and parents are generally encouraged to park along surrounding streets including Martin Luther King Jr. Boulevard, 21st Avenue, 22nd Avenue and 23rd Avenue and walk to the campus to avoid congestion in the school's parking lot.

Vehicle access to the site is currently provided via two driveways to Martin Luther King Jr. Blvd. The southerly driveway is located immediately north of the 21st Avenue intersection and is one-way inbound. The northerly driveway serves outbound traffic and is located 150 feet to the north of the southerly driveway.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap, 2023.

1. Introduction

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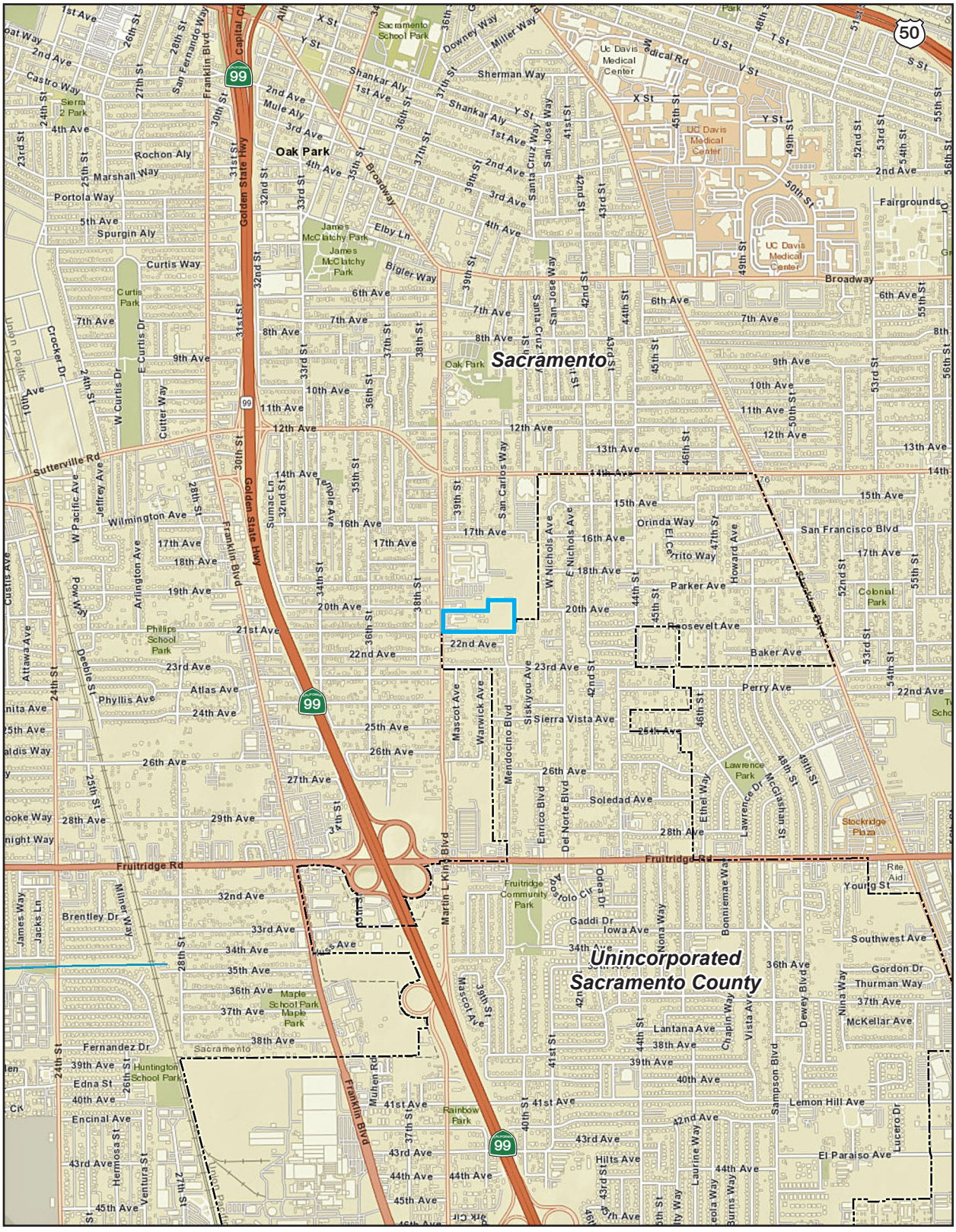
Figure 2 - Local Vicinity



Oak Ridge Elementary School Boundary

City Boundaries

Note: Unincorporated county areas are shown in white.

Source: Generated using ArcMap, 2023.

0 3
Scale (Miles)

1. Introduction

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Figure 3 - Aerial Photograph

Oak Ridge Elementary School Boundary

0 275
Scale (Feet)

Source: NearMap, 2023.

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4a - Existing Campus Buildings and Martin Luther King Jr. Boulevard Entrance

Campus Buildings and Parking Lot.

Campus entrance/exit on Martin Luther King Jr. Boulevard.

Source: PlaceWorks, 2023.

1. Introduction

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4b - Surrounding Uses on Martin Luther King Jr. Boulevard

Martin Luther King Jr. Boulevard and 21st AVenue.

Church north of site.

Source: PlaceWorks, 2023.

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4c - Mendocino Boulevard Entrance

Mendocino Boulevard Entrance.

Existing Fields.

Source: PlaceWorks, 2023.

1. Introduction

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Operations

Oak Ridge Elementary School is one of 75 schools operated by the District and serves students from preschool through the 6th grade. Kindergarten classes start school at 9 AM and are dismissed at 12:50 PM on Mondays through Fridays. Grades 1 through 3 at the school start at 9 AM and are dismissed at 3:07 PM on Mondays, Tuesdays, Wednesdays, and Fridays, and at 2:07 PM on Thursdays. Grades 4 through 6 at the school start at 9 AM and are dismissed at 3:12 PM on Mondays, Tuesdays, Wednesdays, and Fridays, and at 2:12 PM on Thursdays.

The 2021-2022 school year enrolled 475 students. Table 1, *Oak Ridge Elementary School 10-Year Enrollment History,* shows the 10-year enrollment history for Oak Ridge Elementary School. The highest enrollment of 592 students occurred in the 2016-2017 school year. Oak Ridge Elementary School's current capacity is 696 students.

Table 1 Oak Ridge Elementary School 10-Year Enrollment History

School Year	Enrollment
2022-2023	462
2021-2022	475
2020-2021	484
2019-2020	483
2018-2019	493
2017-2018	502
2016-2017	592
2015-2016	577
2014-2015	565
2013-2014	532
2012-2013	414
10-Year Average Enrollment:	**512**

Source: CDE 2023

1.2.2 Surrounding Land Uses

The project site is in a residential community with primarily single-family residences. The site is surrounded by the land uses described below.

- **North:** Williams Church-God in Christ and Christian Brothers High School.
- **East:** Christian Brothers High School baseball field and a multiple-family housing complex.
- **South:** Single-family residences and a multiple-family housing complex.
- **West:** Martin Luther King Jr. Boulevard, an empty lot, and a variety of small commercial uses.

1.3 EXISTING ZONING AND GENERAL PLAN

The City of Sacramento General Plan Land Use Designation for the project site is Public/Quasi-Public and the zoning designation is R-1 (Standard Single Family). Under the R-1 Zone, a Conditional Use Permit is required for schools (K-12), according to Section 17.204.210, R-1 Zone – Permitted Uses, of the Sacramento Municipal Code. As the project site currently operates as a school, the District does not need to apply for a Conditional Use Permit. Additionally, the District may exempt the site from local zoning under its authority, pursuant to Government Code 53094.

The properties south of the project site are in the unincorporated Sacramento County and have a Low Density Residential General Plan designation, as designated by the Sacramento County General Plan. The properties on 3821 22nd Avenue and 4009 23rd Avenue are zoned as RD-20 (Multiple Family Residential) while the single-family homes along 22nd Avenue are zoned as RD-5 (Residential). The church site north of the school site and Christian Brothers High School have a Public/Quasi-Public General Plan designation and are zoned R-1 (Standard Single-Family). The properties west of the project site have a Traditional Neighborhood Low Density General Plan Designation. The empty lot along Martin Luther King Jr. Boulevard is zoned R-1 (Standard Single-Family) and the commercial uses south of this lot are zoned C-1 (Limited Commercial).

1.4 DISTRICT ACTION REQUESTED

The Initial Study/Mitigated Negative Declaration examines the potential environmental impacts of the proposed Oak Ridge Elementary School Rebuild project (proposed project). This Initial Study/Mitigated Negative Declaration is also being prepared to address various actions by the District to adopt and implement the proposed project. It is the intent of this Initial Study/Mitigated Negative Declaration to enable the District to make an informed decision with respect to the proposed project. The District would be required to approve the Initial Study/Mitigated Negative Declaration and approve the proposed project.

1.5 PROJECT DESCRIPTION

1.5.1 Proposed Land Use

The District plans to fully redesign and reconstruct Oak Ridge Elementary School on its existing site. The capacity of the proposed new school would be 650 students and access to the site would be via Martin Luther King Jr. Boulevard on the southwest corner of the site and a second access point on Mendocino Boulevard would allow access for emergency vehicles and pedestrians. The District plans to seek matching State funds, which will trigger the need for California Department of Education (CDE) and Department of Toxic Substances Control (DTSC) approvals in addition to the CEQA process. The District seeks to submit plans to California Division of the State Architect (DSA) in February, 2023 for the demolition and site work portions of the project and October, 2023 for the buildings/final site development work. Construction is estimated to start in approximately September 2023 and construction activities would end in approximately September 2025. The school would continue to operate during all phases of construction, explained in detail below. Figure 5, *Conceptual Site Plan,* shows the proposed improvements and location of the new facilities.

Facilities

Under the proposed project, the school capacity would decrease to an enrollment capacity of 650 students, and the square footage of the buildings onsite would increase from 41,820 square feet to 52,948 square feet. All buildings would be in the northeast portion of the site; the parking lot and drop-off area would be in the southeast portion of the site; the hardcourts, play structure, and turf field would be in the west and central portion of the site; and the main driveway would extend across the southern portion of the site, providing access to the parking lot. Buildings would consist of plaster, brick and wood and metal panel siding. All proposed buildings would be designed to be all-electric.

Building A-Administration/Multi-Purpose/Kitchen Building

As seen in Figure 5, *Conceptual Site Plan,* the building located at the entryway to the campus would contain administrative offices, student and community support facilities, a multi-purpose room, and the kitchen with a connected service yard. This building would be approximately 17,093 square feet in total area. The multi-purpose room would feature a stage and a basketball court. The building would feature two entrances into the multi-purpose room and one entrance to the administration and student services section of the building.

Building C-Classrooms Building

North of the administration/multi-purpose/kitchen building would be a single two-story building that would collectively contain 15 classrooms for the first through sixth grade classes. The first level would contain three first-grade classrooms, three second grade classrooms, a PE room, an exploration space room, a library, one special education classroom, and restrooms. The second level would contain three third-grade classrooms, two fourth-grade classrooms, two fifth-grade classrooms, two sixth grade classrooms, and one flex classroom. The second level would also contain two additional special education classrooms, and restrooms. The buildings would also contain breakout spaces on both the first and second level. The buildings would contain two staircases and an elevator. At the center of the building would be an outdoor commons area. The total square footage of these buildings would be approximately 28,245 square feet.

Buildings K-Preschool, T-K, and Kindergarten Classrooms

East of the main classrooms building would be the kindergarten classroom buildings and play areas. This area would consist of two buildings, one of which would house three kindergarten classrooms and the other directly south of the other building, would house one preschool and one transitional-kindergarten (T-K) classroom. One play structure would be located north of the preschool/T-K classrooms building and the other structure would be located south of this building, fronting the school parking lot. The total square footage of these buildings would be approximately 7,610 square feet.

Outdoor Spaces

An outdoor "chill zone/quiet individual break area" would be located between the main classrooms building and administration/multi-purpose building. This space would be utilized for outdoor learning and student reflection. A garden space would be located west of the school buildings. The hardcourts would be located west of the garden area and would also feature a play structure on the northwest portion of the hardcourts.

West of the hardcourts would be a turf play area. The fields may be available for community use with reservations coordinated through the District's civic permits office.

Access and Circulation

The proposed project will remove these existing driveways and construct a new access point to the site on Martin Luther King Jr. Blvd aligning with 21st Street, creating a 4-way intersection. This new access would lead to a driveway bordering the south boundary of the site which would continue as a loop around the proposed parking lot. This driveway would also provide access to two student drop-off/pick-up zones in front of the administration/multi-purpose building. Another access point is proposed for Mendocino Boulevard and this access would be restricted to pedestrians and emergency vehicles only. A separated bus drop-off would be located at the east end of the parking lot.

A sidewalk and bike lane would be provided on the north side of the Martin Luther King Jr. Boulevard driveway. The sidewalk would continue in front of the campus and loop around the bus drop-off area, ending at the Mendocino Boulevard pedestrian access point. The existing sidewalk along Mendocino Boulevard will connect to the campus's internal sidewalk. The proposed parking lot on the southeast portion of the campus would contain 54 parking stalls including accessible parking spaces, as well as electric vehicle (EV) charging stations, as required by the 2022 CBC.

Fencing

Fencing will be provided along the perimeter of campus and both access points will contain a vehicle pipe gate. The perimeter of the areas of the campus will also be gated including the softball and soccer/play fields, the garden area, and the kindergarten facilities. Gated entry will also be provided between the campus's internal sidewalk and the Mendocino Boulevard sidewalk and into the academic area of the campus through two gates on either side of the administration/multi-purpose building.

Lighting

Lighting would be provided along the sidewalk of Martin Luther King Jr. Boulevard fronting the campus. Within the campus, lighting would be located on building faces. No lighting is proposed for the field. Lighting would be tied to a site lighting control panel. After-school programming would end by 6:30 pm. Quarterly events (Back-to-School night, 6th grade promotion, spring carnivals) may end as late as 8:00 pm.

1.5.2 Project Phasing

To accommodate students at the site during construction, redevelopment of the site would occur in three phases to allow students to safely remain on campus during construction.

During Phase 1, students and staff would utilize the existing school buildings on the western portion of the campus while the new buildings are constructed on the eastern portion of the campus. The bulk of the parking lot would be constructed during this phase as well. Underground utilities will be installed. Construction fencing would be provided along the eastern edge of the existing buildings, separating the construction work for Phase

1 from the ongoing campus activities. Construction workers and equipment would access the site via Mendocino Boulevard, greatly limiting any impact on the schools' existing operations.

During Phase 2, students and staff would utilize the newly constructed school buildings on the eastern portion of the campus while the existing portable buildings are demolished, and the new driveway is constructed on the southern portion of the site and the hard courts are constructed in the central portion. The balance of the new parking lot would also be completed in Phase 2. The existing parking lot would continue to operate during Phase 2 and a student/staff access corridor would be provided to connect the parking lot/drop-off area to the new campus buildings. Another corridor would be provided to allow pedestrian access from Mendocino Boulevard to the campus through the construction site. Fencing would be placed along perimeter of the existing permanent buildings to separate the construction activities in the center portion of the site from continued use of the existing parking lot and permanent buildings.

Phase 3 would consist of demolishing the rest of the existing school buildings and the existing parking lot on the northwest portion of the campus. During this Phase, the playfields and site frontage would be constructed and access to the newly constructed Martin Luther King Jr. Boulevard driveway and new parking would be available.

Figure 6, *Phasing Plan,* illustrates Phases 1 through 3 of the proposed project. The estimated construction phasing and duration is as follows:

Phase 1

- Construction of new campus buildings, and portion of new parking lot: September 2023 – July 2025

Phase 2

- Demolition of portables and hardcourts, construction of new hard courts, driveway, and remaining portion of parking lot: May 2025 – September 2025

Phase 3

- Demolition remaining buildings and parking lot, construction of play fields and site frontage: May 2025 – September 2025

Construction

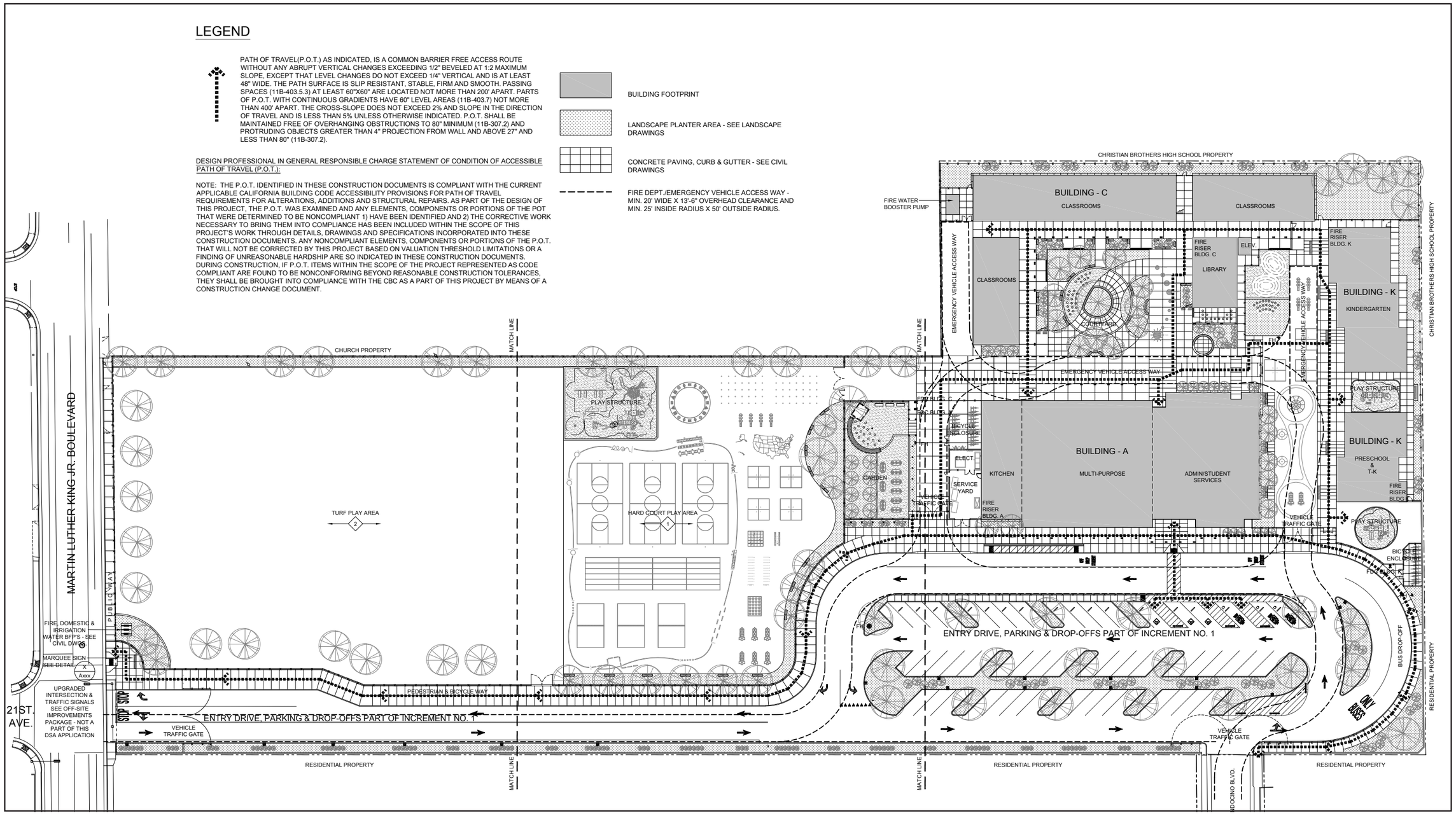
Construction activities would include building and asphalt demolition and excavation, site preparation and rough grading, utility trenching, fine grading, building construction, architectural coating, asphalt paving, finishing, and landscaping. All proposed improvements and areas of disturbances would occur within the project site, with the exception of improvements to the sidewalk fronting the project site on Martin Luther King Jr. Boulevard. Construction is proposed to take place between the hours of 7 AM and 6 PM Monday through Saturday and between 9 AM to 6 PM on Sunday, as allowed in Section 8.68.080, Exemptions, of the City's Municipal Code.

1. Introduction

A construction worksite traffic control plan would be prepared and implemented by the District. The plan would identify haul routes, hours of construction, protective devices, warning signs, and access. The active construction and staging areas would be located on the project site. The level of construction traffic will vary throughout the duration of the project and will be dependent on specific construction tasks.

Input from the construction contractor team indicates that the work force personnel would range from about 15 persons to 65 persons working on site during Phase 1 when construction access is provided via Mendocino Boulevard. Truck traffic would similarly vary, with 2-5 trucks projected per day for deliveries and off-haul during slower periods and 6-10 trucks per day during peak days.

Figure 5 - Conceptual Site Plan



Source: Nacht & Lewis, 2023.

1. Introduction

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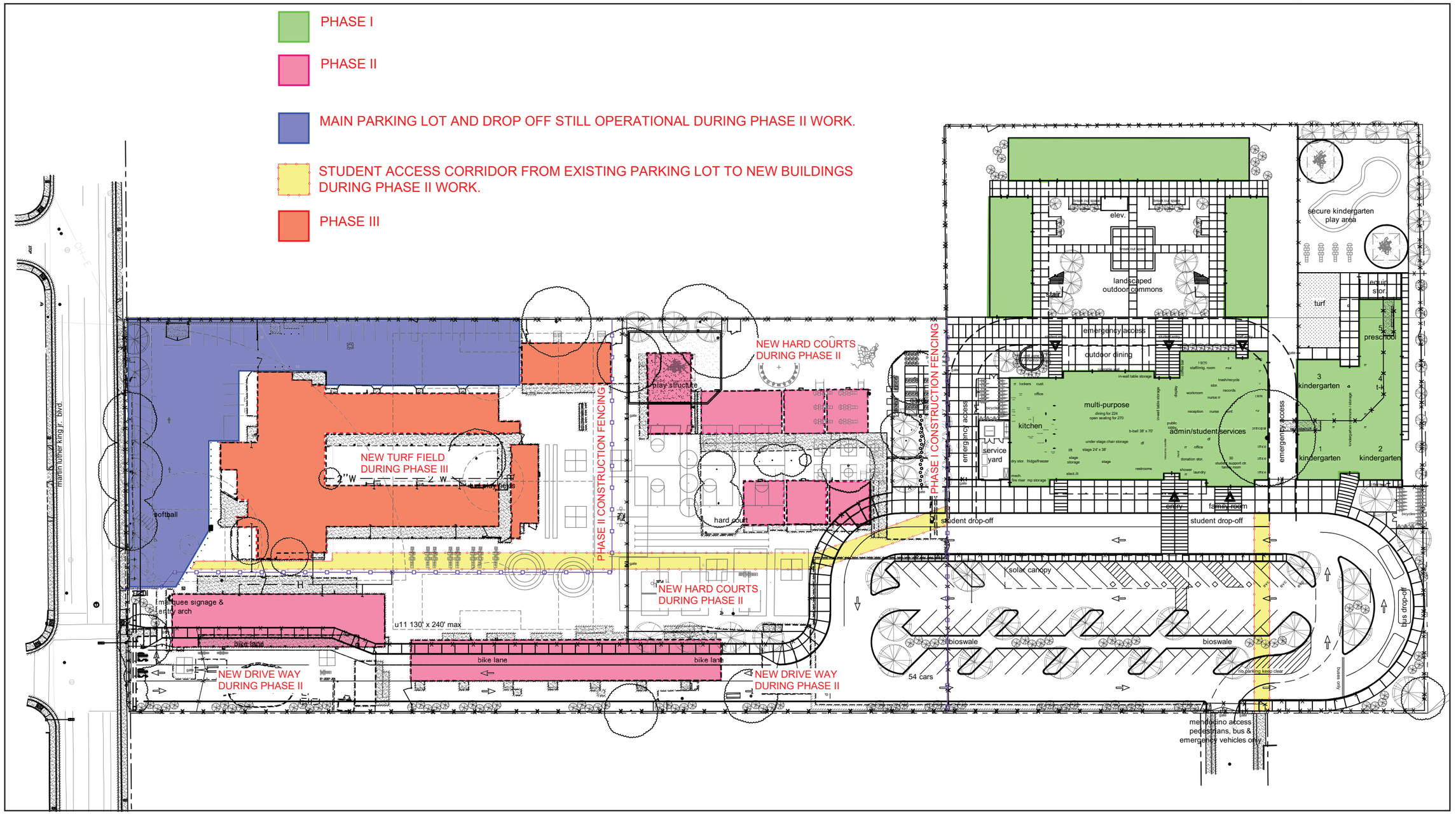
Figure 6 - Phasing Plan



Source: Nacht & Lewis, 2022.

1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Oak Ridge Elementary School Rebuild Project

2. **Lead Agency Name and Address:**
   Sacramento City Unified School District
   425 1st Avenue
   Sacramento, CA 95818

3. **Contact Person and Phone Number:**
   Nathaniel Browning, Facilities Director
   Facilities Support Services
   916.257.9640

4. **Project Location:** The 7.77-acre site encompasses Oak Ridge Elementary School at 4501 Martin Luther King Jr. Boulevard, in the City of Sacramento. The Assessor's Parcel Number (APN) for Oak Ridge Elementary School is 020-0220-004.

5. **Project Sponsor's Name and Address:**
   Sacramento City Unified School District
   425 1st Avenue
   Sacramento, CA 95818

6. **General Plan Designation:** Public/Quasi-Public

7. **Zoning:** R-1

8. **Description of Project:**
   The District plans to fully redesign and reconstruct the project site, including moving the main access point to the campus on Martin Luther King Jr. Boulevard to align with 21st Avenue. The capacity of the proposed school would decrease to 650 students; buildings would be limited to two stories; and access to the site would be via driveways on Martin Luther King Jr. Boulevard and Mendocino Boulevard.

9. **Surrounding Land Uses and Setting:**
   The project site is bound by Christian Brothers High School and a church to the north, an empty lot and commercial uses along Martin Luther King Jr. Boulevard to the west, single-family and multiple-family residential uses facing 22nd Street to the south, and the baseball field for Christian Brothers High School and a multiple-family complex east of the project site. The residential uses south and east of the project site are located in the unincorporated Sacramento County. The project site is approximately 0.95-mile east of a railway.

2. Environmental Checklist

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

- City of Sacramento
- California Department of Education, School Facilities Planning Division (CDE)
- California Department of General Services, Division of State Architect (DSA)
- Central Valley Regional Water Quality Control Board

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

> Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Per District policy, the District sent Assembly Bill 52 (AB 52) notification letters to the following tribes on March 22, 2023: Wilton Rancheria, Buena Vista Rancheria, Shingle Springs Band of Miwok Indians, Upper Lake Rancheria, and the United Auburn Indian Community of the Auburn Rancheria. The Wilton Rancheria and Shingle Springs Band of Miwok Indians Tribes responded and did not wish to consult. The Wilton Rancheria tribe's recommendations have been incorporated into the IS/MND. See Section 3.18, *Tribal Cultural Resources*, for more information.

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture / Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☒ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	*Date*

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2. Environmental Checklist

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3. Environmental Analysis

This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Some scenic vistas are officially designated by public agencies or informally designated by tourist guides. Vistas provide visual access or panoramic views to a large geographic area and are generally at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

The Environmental Resources Element of the City's General Plan lists the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol as scenic resources. The project site is not adjacent to such scenic resources; the project site is surrounded by residential uses. The project site is currently developed as a school site and upon project completion, the project site would continue to be used as an elementary

school. Therefore, the proposed project would not obstruct or alter scenic resources. Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A scenic highway is generally considered a stretch of public roadway that is designated a scenic corridor by a federal, state, or local agency. The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality.

The closest designated state scenic highway is SR-160, approximately 5 miles southwest of the project site (Caltrans 2022). Due to the distance and intervening structures, project development would not result in impacts to scenic resources within a designated state scenic highway. Therefore, no impact would occur.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is located within a fully urbanized area with development surrounding the site in all directions. The project site currently operates as a school and upon project completion, the project site would continue to be used as an elementary school. Therefore, the proposed project is consistent with its R-1 zoning. There are no scenic resources visible from the perimeter of the campus. The proposed project would not adversely affect scenic views as none exist in the area. The project area is a residential community.

The proposed project would not substantially change the existing character of the site. The proposed project would be compatible with the existing development pattern onsite and the character of the surrounding area. Building materials and colors would complement the existing development on adjacent properties. The proposed buildings would consist of plaster, brick and wood and metal panel siding, which would complement the colors and building materials used in the surrounding area. Although the visual qualities of the project site during construction would not appear better than the existing condition of the properties, the construction worksite would be temporary. The finished project would include landscaping and new buildings and exterior finishes that would complement the surrounding structures. Compared to current conditions, which includes buildings on the western portion of the site, the proposed project would consolidate the proposed buildings to the eastern portion of the site and the proposed playfields and hardcourts would be on the western side of the site. Although project implementation would alter the visual appearance of the site, the improvements would not substantially degrade the visual character and quality of the project site and surrounding area. Therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates areas outside the intended area to be lit. Glare occurs when a bright object is against a dark background, such as oncoming vehicle headlights or an unshielded light bulb. The project site currently generates light from its buildings (interior and exterior) and parking lot. Vehicle headlights, streetlights, and exterior and interior building lights also exist in the surrounding area.

As shown in Figure 3, *Aerial Photograph*, the project site is surrounded by residential uses to the south and east. Residential uses are considered light-sensitive receptors, that is, land uses that are sensitive to lighting. The proposed buildings would have plaster, brick and wood and metal panel siding that are not reflective. Parking light poles and security lighting throughout the school would be installed. The proposed project does not include field lighting. The proposed lighting would be directed onto the intended area to be lit and would not spill off the campus. Light and glare levels caused by the proposed project would not be substantially greater than existing levels. Therefore, light and glare impacts would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

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

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. **In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

No Impact. The project site has no agricultural or farm use on it, nor is there agricultural or farm use in its immediate proximity. No project-related farmland conversion impact would occur. The project site is fully

developed and is not mapped as important farmland by the Division of Land Resource Protection; the site is mapped as "Urban and Built-Up Land" (CDC 2022a). No impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The zoning designation for the project site is R-1. The proposed project would not conflict with agricultural zoning or a Williamson Act contract as it is not zoned for agricultural use. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. There is no Williamson Act contract in effect onsite. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California PRC § 12220[g]). Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including trees" (California PRC § 4526). The project site is zoned as R-1. Project implementation would not cause rezoning of forestland or timberland. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain forestland, nor is the project site zoned as forestland. . The project site is developed, and implementation of the proposed project would not convert forestland to non-forest use or result in a loss of forestland. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Maps from the Division of Land Resource Protection indicate that there is no important farmland or forest land on the project site or within the surrounding vicinity. Project development would not indirectly cause conversion of such land to nonagricultural or non-forest use. No impact would occur.

3. Environmental Analysis

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A, *Air Quality, Greenhouse Gas Emissions Data, and Health Risk Assessment*.

Air Pollutants of Concern

Criteria Air Pollutants

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, all of them except for ROGs are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The Sacramento Valley Air Basin (SVAB), which is managed by the Sacramento Metro Air Quality Management District (SMAQMD), is nonattainment area for California and National O_3 and National $PM_{2.5}$ AAQS (SMAQMD 2022). SMAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_X, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or substantially contribute to health impacts.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of toxic air contaminants (TACs). The California Health and Safety Code define a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code Section 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency, acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to

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

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the 2017 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan (Sacramento Ozone Plan). Air Districts in the Sacramento region prepared the Sacramento Ozone Plan, which stands as the applicable air quality plan for the region, as a revision to the California State Implementation Plan (SIP) (CARB 2018). The Sacramento Ozone Plan demonstrated that the Sacramento Area would attain ozone standards in 2024 and contained the required planning elements including an emission inventory, reasonable further progress (RFP) demonstration with a baseline year of 2012, transportation conformity budgets for the years 2020 and 2023, and RFP and attainment contingency provisions.

The SIP plans and control measures are based on information derived from regional growth projections based on general plans developed by the City of Sacramento to forecast future emission levels in the SVAB. As such, projects that propose development consistent with the growth anticipated or development that is less dense that is associated with the City of Sacramento General Plan would be consistent with the SIP. Changes in population, housing, or employment growth projections have the potential to affect SMAQMD's demographic projections and therefore the assumptions in SIP. Typically, only large, regionally significant projects have the potential to affect regional growth projections.

The proposed project involves the redesign and reconstruction of Oak Ridge Elementary School. As discussed in Section 3.14, *Population and Housing*, the capacity of the school would remain the same under the rebuild, so the proposed project would not increase population growth in the area. The project site is currently designated

3. Environmental Analysis

Public/Quasi-Public, and the District does not need to apply for a Conditional Use Permit since the project site currently operates as a school. Therefore, the proposed land use development would be consistent with the City of Sacramento Zoning Ordinance and is permitted under City approval and issuance of a site plan review.

Additionally, based on the scope and nature of the proposed project, it is anticipated to generate fewer than 1,000 new jobs and would develop less than 500,000 square feet of new business floor space. Thus, it would not meet the criteria for a project of statewide, regional, or areawide significance established under CEQA Guidelines Section 15206(b)(2). Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the SIP. This impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact with Mitigation Incorporated. As stated, the SVAB is designated under the California and Federal AAQS as nonattainment for ozone and under the California AAQS as nonattainment for $PM_{2.5}$ (SMAQMD 2022). Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Air quality impacts of the proposed project were evaluated based on the *Guide to Air Quality Assessment in Sacramento County* (AQ Guidelines) (SMAQMD 2009). Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

SMAQMD also released its *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* in October 2020 to provide methodology to assess the specific correlation between mass emissions generated and the effect of health raised in *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018) 6 Cal.5th 502, Case No. S21978 (SMAQMD 2020c). This guidance document was developed with input from Yolo-Solano AQMD, Placer County Air Pollution Control District, El Dorado County Air Quality Management District, and Feather River Air Quality Management District. These air districts, in addition to SMAQMD, comprises the Sacramento Federal Nonattainment Area (SFNA) and the Five-Air-District Region.

The Friant Ranch guidance document provides insight on the health effects that may result from a project emitting at the maximum thresholds of significance (TOS) levels in the Five-Air-District Region for NO_X, ROGs, PM, CO, and SO_X. It includes two look-up tables for estimating health effects for strategic areas where growth exceeding the TOS level is anticipated. For purposes of the look-up tables, a TOS level of 82 lbs/day, which represents the highest TOS level between the thresholds established by the SFNA air districts, is utilized. The Minor Project Health Effects Screening Tool uses the location of a project to estimate interpolated health effects based on the TOS level of 82 lbs/day and the health effects of 41 hypothetical sources. The Strategic Area Project Screening Modeling tool uses the NO_X, ROG, and $PM_{2.5}$ emissions of a project to interpolate health effects based on the health effects of six potential strategic area project locations at levels two and eight times the 82 lbs/day TOS level. The health effects of criteria pollutant emissions at the TOS level are conservative estimates that can be used in environmental documents.

Regional Short-Term Construction Impacts

Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change. Construction activities associated with the project would result in emissions of ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$.

Construction Fugitive Dust

Ground disturbing activities during construction would generate fugitive dust (PM_{10} and $PM_{2.5}$). The amount of dust generated during construction would be highly variable and is dependent on the amount of material being disturbed, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM_{10} and $PM_{2.5}$ levels downwind of actively disturbed areas could possibly exceed State standards. The proposed project would be subject SMAQMD's Rule 403, *Fugitive Dust*, that would reduce impacts related to fugitive dust generated during project construction. Nonetheless, the SMAQMD's current CEQA guidance recommends that the SMAQMD's Basic Construction Emission Control Practices (BMPs) be included as part of a project's Mitigation Monitoring and Reporting Program for the project to be measured against the SMAQMD's non-zero PM significance threshold. Should a project not implement these BMPs, the SMAQMD significance threshold for construction-generated PM would be zero. As such, Mitigation Measure AQ-1 would be required to ensure the SMAQMD's Basic Construction BMPs are incorporated into project construction to reduce impacts related to fugitive dust to less than significant.

Construction Exhaust Emissions

The proposed project would result in demolition, site preparation, grading, building construction, paving, and architectural coating activities. Analysis of construction emissions is based on the preliminary construction duration and normalized CalEEMod default schedule developed for the proposed project. As noted in Section 1.5.2, *Project Description*, construction of the proposed project would involve demolition of the existing buildings and asphalt onsite, site preparation, grading, new building construction, landscaping, and installation of fields and parking lot.

A quantified analysis of the proposed project's construction emissions was conducted using the California Emissions Estimator Model (CalEEMod) Version 2022.1 based on information provided by the District and default equipment mix for each construction phase. Construction is assumed to begin in September 2023 and last until September 2025. As noted in Section 1.5.2, the construction would occur within three separate phases with the first phase consisting of the construction of the new academic buildings on the eastern portion of the campus while school operations continue on the western portion of campus. The second phase consists of the demolition of the portable buildings and hardcourts and construction of the new hard courts, driveway and parking lot. The third phase consists of the construction of the play fields and site frontage and demolition of the existing permanent buildings. School operations would continue on-site throughout Phases 2 and 3 in the eastern portion of the campus within the newly constructed school buildings. As such, the proposed project was modeled under three phases reflecting the activities and timing summarized above and in Section 1.5.2.

3. Environmental Analysis

Potential construction-related air quality impacts are determined by comparing the maximum daily criteria air pollutants emissions generated by project construction to the SMAQMD significance thresholds in Table 2, *Maximum Daily Regional Construction Emissions*. Maximum daily emissions shown therein are based on the highest maximum daily emission rates between Winter and Summer seasonal modeling results. Annual criteria air pollutant emissions generated by project construction are compared against the applicable SMAQMD significance thresholds in Table 3, *Annual Regional Construction Emissions*. As previously mentioned, because the proposed project would be required to implement dust control measures under Mitigation Measure AQ-1, the applicable significance threshold for PM_{10} would be 80 pounds per day and 14.6 tons per year and $PM_{2.5}$ would be 82 pounds per day and 15 tons per year, rather than a significance threshold of zero for all construction-generated PM. It is important to note that the annual significance thresholds for construction only apply to PM_{10} and $PM_{2.5}$. As such, Table 3 is limited to annual emission estimates for PM.

Table 2 Maximum Daily Regional Construction Emissions

Construction Activity	Maximum Daily Criteria Air Pollutants (lbs/day)[1, 2]			
	ROG	NO_X	Total PM_{10}	Total $PM_{2.5}$
Phase 1				
2023	4.04	41	14.1	6.12
2024	1.31	11.8	0.79	0.53
2025	13.2	17.3	1.22	0.77
Phase 2				
2025	1.74	15.7	12.4	4.5
Phase 3				
2025	1.14	10.9	5.77	1.79
Maximum Daily Construction Emissions	**13.2**	**17.3**	**14.1**	**6.12**
SMAQMD Max. Daily Project-Level Thresholds	**NA**	**85**	**80**	**82**
Exceeds Max. Daily Threshold?	--	No	No	No

Source: CalEEMod, Version 2022.1

Notes:

[1] Air quality modeling based on a construction schedule and information provided by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment and phasing for comparable projects.

[2] Includes implementation of fugitive dust control measures required by SMAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street.

Table 3 Annual Regional Construction Emissions

Construction Activity	Annual Criteria Air Pollutants (tons/year)[1, 2]	
	Total PM_{10}	Total $PM_{2.5}$
Phase 1		
2023	0.17	0.08
2024	0.1	0.07
2025	0.05	0.03
Phase 2		
2025	0.15	0.04
Phase 3		
2025	0.11	0.02
SMAQMD Annual Project-Level Thresholds	**14.6**	**15**
Exceeds Annual Threshold?	No	No

Source: CalEEMod, Version 2022.1
Notes:
[1] Air quality modeling based on a construction schedule and information provided by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment and phasing for comparable projects.
[2] Includes implementation of fugitive dust control measures required by SMAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street.

As shown above in Table 2 and Table 3, criteria air pollutant emissions from construction equipment exhaust would not exceed the SMAQMD maximum daily or annual significance thresholds. In addition, fugitive dust impacts would be reduced by implementation of Mitigation Measure AQ-1. Therefore, impacts from project-related construction activities to the regional air quality would be less than significant with mitigation.

Long-Term Operation-Related Impacts

Typical long-term air pollutant emissions generated by a land use would be generated by area sources (e.g., landscape fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, and energy use (natural gas) associated with the land use, as applicable. The proposed project involves a redesign and reconstruction of Oakridge Elementary School and would result in no change to student capacity. The SMAQMD has adopted operational screening criteria to determine whether new land use development projects would present a potential to exceed SMAQMD significance thresholds (SMAQMD 2018). As the proposed project is the reconstruction of an elementary school, the appropriate SMAQMD screening criteria would be the Educational, Elementary School land use criteria, listed below:

- Ozone Precursor Screening Level: 365,000 square feet, or 4,350 students.
- PM Screening Level: 760,000 square feet, or 9,100 students.

The proposed project would not involve any increase in student enrollment beyond existing conditions. Moreover, the proposed project would constitute the demolition of the existing buildings totaling approximately 41,820 square feet and construction of new buildings totaling approximately 52,948 square feet, for an approximate increase of 11,128 square feet. As both the new student enrollment (0 students) and new building space (11,128 square feet) would be less than the SMAQMD's applicable screening criteria, the

proposed project would be considered to generate operational criteria air pollutant and ozone precursor emissions below the SMAQMD significance thresholds. Therefore, impacts to the regional air quality associated with operation of the project would be less than significant.

Mitigation Measures

AQ-1 The project shall implement the following Basic Construction Best Management Practices recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD). Grading plans for the project shall clearly list these requirements:

- 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.
- 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].
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

With implementation of Mitigation Measure AQ-1, the proposed project would implement applicable dust control BMPs to reduce the generation of fugitive dust during project construction. By implementing these BMPs, the proposed project is considered to have a less than significant impact related to construction-generated $PM_{2.5}$ and PM_{10}, as discussed above and illustrated in Table 2 and Table 3.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated. The significance of localized project impacts depends on whether the project would cause substantial concentrations of criteria air pollutants for which the SMAQMD is designated as nonattainment under the California or National AAQS.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm. Since CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

An overarching goal of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region is to concentrate development in areas Within existing urban areas rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle VMT and associated GHG emissions reductions (SACOG 2019). The proposed project would serve the local population and is located in close proximity to existing roadways, transit, and bicycle and pedestrian routes. Thus, the proposed project would be consistent with the overall goals of the 2020 MTP/SCS and would not hinder the capital improvements outlined in the Sacramento Area Council of Government's (SACOG) Congestion Management Process (CMP).

As the SMAQMD does not currently have adopted CO hotspot screening guidance, guidance from the Bay Area Air Quality Management District (BAAQMD) is utilized herein to determine whether the proposed project may result in potentially significant impacts related to CO hotspot generation. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2017a). As mentioned in the traffic/transportation analysis, the proposed project would not result in an increase in student capacity and the traffic associated with these students and staff would be traveling on the area's roadway network regardless of the status of this proposed project. Therefore, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the SVAB.

In addition, the potential for CO hotspots to be generated in the SVAB is extremely unlikely because of the improvements in vehicle emission rates and control efficiencies. Most land use development projects would not expose sensitive receptors to substantial pollutant concentrations and analysis of CO hotspots is not warranted. Furthermore, the proposed project would not increase exposure at the project site from proximity to the surrounding roadways and freeways. Therefore, localized air quality impacts related to mobile-source emissions would be less than significant, and no mitigation measures are required.

3. Environmental Analysis

Health Risk

Construction Community Risk and Hazards

The proposed project would elevate concentrations of TACs (i.e., DPM) in the vicinity of sensitive land uses during temporary construction activities that would use offroad equipment operating onsite, and at different levels depending on the type of activity (for example, limited to none during installation of utilities, and more during grading activities). Construction modeling considered years 2023-2025 for the duration of project construction.

The nearest receptor types to the project site are offsite residents surrounding the project site, offsite workers across Martin Luther King Jr Boulevard at Signs by Tran, offsite students at Christian Brothers High School north of the project site, offsite daycare patrons at Shiloh Arms Child Development Center southeast of the project site, and onsite students at Oak Ridge Elementary School. A site-specific construction Health Risk Assessment (HRA) of TACs was prepared to quantify potential health risk emissions during project construction (see Appendix A). The results of the analysis are shown in Table 4, *Unmitigated Construction Risk Summary,* and demonstrates that the SMAQMD's significance thresholds could be exceeded without mitigation.

Table 4 Unmitigated Construction Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Receptor – Off-site Resident [1]	69.58	0.047
Maximum Exposed Receptor – Off-site Students [2]	10.23	0.060
Maximum Exposed Receptor – Off-site Daycare [1]	11.23	0.006
Maximum Exposed Receptor – Off-site Workers	0.24	0.044
Maximum Exposed Receptor – On-site Students [2]	6.66	0.046
SMAQMD Threshold	**10**	**1.0**
Exceeds Threshold?	Yes	No

Source: Appendix A

[1] In accordance with the latest 2015 OEHHA guidance, the calculated total cancer risk conservatively assumes that the risk for the residential and daycare Maximally Exposed Receptors (MERs) consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the approximately 1.82-year construction period; therefore, calculated risk values were multiplied by a factor of 10.

[2] The calculated risk values for the students were multiplied by a factor of 3.

[3] Calculations were completed using CARB's HARP2 program.

As illustrated in Table 4, the proposed project would exceed the cancer risk significance threshold of 10 in one million for the maximum exposed off-site residential, off-site student, and off-site daycare receptors. As shown in Table 4, neither the on-site student nor the off-site worker receptors would experience a cancer risk that exceeds SMAQMD significance thresholds, and none of the identified nearby receptors would experience a chronic hazard that exceeds SMAQMD significance thresholds during project construction. Because nearby receptors could experience a cancer risk greater than the SMAQMD's significance threshold, Mitigation Measure AQ-2 would be required to ensure that project construction utilizes Tier 4 Final engines for equipment greater than 25 horsepower to reduce the localized concentrations of DPM. The mitigated HRA results

specifically for all receptors shown in Table 4, which incorporate implementation of Mitigation Measure AQ-2, are presented in Table 5, *Mitigated Construction Risk Summary*.

Table 5 Mitigated Construction Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Receptor – Off-site Resident [1]	6.83	0.006
Maximum Exposed Receptor – Off-site Students [2]	1.01	0.008
Maximum Exposed Receptor – Off-site Daycare [1]	1.08	0.001
Maximum Exposed Receptor – Off-site Workers	0.04	0.007
Maximum Exposed Receptor – On-site Students [2]	0.60	0.005
SMAQMD Threshold	**10**	**1.0**
Exceeds Threshold?	No	No

Source: Appendix A

[1] In accordance with the latest 2015 OEHHA guidance, the calculated total cancer risk conservatively assumes that the risk for the residential MER consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the approximately 1.82-year construction period; therefore, calculated risk values were multiplied by a factor of 10.

[2] The calculated risk values for the students were multiplied by a factor of 3.

[3] Calculations were completed using CARB's HARP2 program.

[4] Modeling includes Mitigation Measure AQ-2, which requires the use of Tier 4 Final engines for construction equipment greater than 25 horsepower.

As shown in Table 5, implementation of Mitigation Measure AQ-2 would reduce cancer risk impacts at the maximum exposed off-site residential, off-site student, and off-site daycare receptors to below SMAQMD's significance threshold of 10 in one million.

Because cancer risks for all nearby receptor types would be below SMAQMD significance thresholds after mitigation, construction activities associated with the proposed project are less than significant with mitigation.

Health Effects of Exceeding the Criteria Air Pollutant Thresholds

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Potential health effects from construction-related $PM_{2.5}$, ROG, and NO_X emissions are listed below and based on the scenario at which a project would generate these criteria air pollutants at 82 lbs/day.

Per the Minor Project Health Effects Screening Tool of the SMAQMD Friant Ranch guidance document, based on the project site location and the default TOS level of 82 lbs/day, the resulting estimated health effects related to $PM_{2.5}$ emissions include the following (see Appendix A):

- Increasing asthma-related emergency room visits for the 0- to 99-year-old age range group by 1.1 incidence, or 0.006 percent of the 18,419 total incidences for this category in the Five-Air-District Region.

3. Environmental Analysis

- Increasing asthma-related hospital admissions for the 0- to 64-year-old age range group by 0.073 incidence, or 0.004 percent of the total 1,846 incidences for this category in the Five-Air-District Region.
- Increasing respiratory-related hospital admissions for the 65- to 99-year-old age range group by 0.30 incidence, or 0.002 percent of the total 19,644 incidences for this category in the Five-Air-District Region
- Increasing mortality for the 30- to 99-year-old age range group by 2.1 incidence, or 0.005 percent of the total 44,766 incidences for this category in the Five-Air-District Region.

Estimated health effects related to ROG and NO_X, represented through the ozone health endpoint, include the following:

- Increasing asthma-related emergency room visits for the 0- to 17-year-old age range group by 0.04 incidence, or 0.007 percent of the 5,859 total incidences for this category in the Five-Air-District Region.
- Increasing asthma-related emergency room visits for the 18- to 99-year-old age range group by 0.63 incidence, or 0.005 percent of the 12,560 total incidences for this category in the Five-Air-District Region.
- Increasing respiratory-related hospital admissions for the 65- to 99-year-old age range group by 0.07 incidence, or <0.001 percent of the total 19,644 incidences for this category in the Five-Air-District Region.
- Increasing mortality for the 0- to 99-year-old age range group by 0.046 incidence, or <0.001 percent of the total 30,386 incidences for this category in the Five-Air-District Region.

As listed above, the estimated health effects related to $PM_{2.5}$, ROG, and NO_X emissions within the Five-Air District Region due to the proposed project would result in a very small increase over the background incidence of premature deaths. Therefore, the proposed project emissions would have lower estimated health effects compared to this conservative estimate at the maximum 82 lbs/day TOS level and would not have a significance air quality impact.

Operation Phase Community Risk and Hazards

The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project (*California Building Industry Association v. Bay Area Air Quality Management District [2015] 62 Cal.4th 369 [Case No. S213478]*). In general, CEQA does not require an environmental evaluation to analyze the environmental effects of attracting development and people to an area. However, the environmental evaluation must analyze the impacts of environmental hazards on future users when the proposed project exacerbates an existing environmental hazard or condition or if there is an exception to this exemption identified in the Public Resources Code. Schools, residential, commercial, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards, so these thresholds are typically applied to new industrial projects. However, Section 21151.8 of the Public Resources Code requires evaluation of air quality hazards for school site acquisition or construction of K-12 schools.

The proposed project involves the demolition and reconstruction of the Oak Ridge Elementary School campus facilities. In addition, it is within a residential community and is not within a quarter mile of any permitted or non-permitted facilities (e.g., warehousing). Furthermore, there are also no freeways or busy corridors within a

quarter mile of the project site.[1] Therefore, it is not anticipated that the onsite students and staff would be exposed to an actual or potential endangerment from surrounding emissions sources and carcinogenic and non-carcinogenic impacts would be less than significant. No mitigation measures are required.

Mitigation Measures

AQ-2 Construction contractors shall, at minimum, use equipment that meet the United States Environmental Protection Agency's (EPA) Tier 4 Final emissions standards for off-road diesel-powered construction equipment of 25 horsepower, unless it can be demonstrated to the Sacramento Unified School District that such equipment is not commercially available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 Final engines similar to the availability for other large-scale construction projects in the city occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 Final equipment. Where such equipment is not commercially available, as demonstrated by the construction contractor, Tier 4 Interim or Tier 3 equipment retrofitted with a California Air Resources Board's Level 3 Verified Diesel Emissions Control Strategy (VDECS) shall be used. This requirement shall apply to all activities (e.g., foundation, pile driving, vertical construction) related to construction of the proposed project.

In addition, the following shall also be completed:

- Prior to construction, the project engineer shall ensure that all construction (e.g., grading and building) plans clearly show the requirement for EPA Tier 4 Final emissions standards for construction equipment of 25 horsepower or more.
- The construction equipment list shall state the makes, models, Equipment Identification Numbers, Engine Family Numbers, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- To the extent that equipment is available and cost-effective, contractors shall use electric, hybrid, or alternate-fueled off-road construction equipment.
- Contractors shall use electric construction tools, such as saws, drills, and compressors, where grid electricity is available.
- Construction contractors shall ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

[1] Roadways that, on an average day, have traffic in excess of 50,000 vehicles in a rural area, as defined in Section 50101 of the Health and Safety Code, and 100,000 vehicles in an urban area, as defined in Section 50104.7 of the Health and Safety Code.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The project site would continue to operate as a school. Therefore, the proposed project would not result in a change in land use that would generate odors and no objectionable odors are anticipated to result from the operational activity of the proposed project. The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project does not fit into these types of facilities and would not generate objectionable odors that would lead to a public nuisance.

During construction activities, construction equipment exhaust, application of asphalt and architectural coatings would temporarily generate odors. However, any construction-related odor emissions would be low in concentration and temporary. Additionally, odors would typically be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern.

Furthermore, the proposed project would be required to comply with SMAQMD Rule 402, *Public Nuisance*, which prohibits the discharge of air contaminants or other materials that would be a nuisance or annoyance to the public.

In summary, construction-related odor emissions would be temporary, and the proposed project is not considered the type of use that would generate odors that would affect a substantial number of people. Additionally, the proposed project is required to comply with SMAQMD Rule 402, and thus odor-related impacts to offsite land uses would be less than significant.

3.4 BIOLOGICAL RESOURCES

The analysis in this section is based in part on the following:

- *Arborist Survey Report for the Oak Ridge Elementary School Rebuild Project*, ECORP Consulting, Inc., February 10, 2023

A complete copy of the report is included in Appendix B to this Initial Study.

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

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

Less Than Significant Impact. Candidate species are plants and animals that have been studied and the US Fish and Wildlife Service (USFWS) has concluded that they should be proposed for addition to the federal endangered and threatened species list.

3. Environmental Analysis

Sensitive biological resources are habitats[2] or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. The California Department of Fish and Wildlife (CDFW), USFWS, and organizations like the California Native Plant Society maintain watch lists of such resources.

"Special status species" is a universal term in the scientific community for species that are considered sufficiently rare that they require special consideration and/or protection and should be or have been listed as rare, threatened, or endangered by USFWS and/or CDFW.

Candidate and Sensitive Species

The project site is currently developed with a school and is within an urbanized portion of the City. The project site is bound by Christian Brothers High School and a church to the north, an empty lot and commercial uses along Martin Luther King Jr. Boulevard to the west, single-family and multiple-family residential uses facing 22nd Street to the south, and the baseball field for Christian Brothers High School and a multiple-family complex east of the project site. Given that the project site and surrounding area are developed and disturbed by human activities, it is unlikely that there is candidate or sensitive species onsite. Therefore, impacts would be less than significant.

Special Status Species

There are no special-status species previously documented within the project site boundaries.

Special Status Plants

An Arborist Report was prepared for the project site to identify, map, and assess the general condition of all trees on the project site (ECORP 2023). A total of 120 trees were inventoried in the study area (the 7.7-acre Oak Ridge Elementary School campus); which includes 37 coast live oak (*Q. agrifolia*), ten holly oak (*Q. ilex*), eight crepe myrtle (*Lagerstroemia indica*), eight Chinese privet (*Ligustrum sinense*), five tree of heaven (*Ailanthus altissima*), four camellia (*Camellia* sp.*),* three common fig (F*icus carica*), three valley oak, two bay laurel (*Laurus nobilis),* two Carolina cherry (*Prunus caroliniana*), two London plane (*Platanus* × *acerifolia*), two orange (*Citrus* sp.), one Asian pear (*Pyrus pyrifolia*), one Meyer lemon (*Citrus* × *meyeri*), one California redwood (*Sequoia sempervirens*), one loquat (*Eriobotrya japonica*), one mock orange (*Pittosporum tobira*), one nectarine (*Prunus persica*), one olive (*Olea europaea),* one persimmon (*Diospyros virginiana*), one pine (*Pinus* sp.), one pineapple guava (*Acca sellowiana*), one plum (*Prunus* sp.), one pluot (*Prunus* sp.), one red oak (*Q. rubra*), and 21 trees that could not be identified due to visual barriers or winter leaf drop. (ECORP 2023). Additionally, one dead tree was inventoried. As none of the trees found in the study area are state or federally listed endangered, threatened, or rare plants, impacts to the trees would be less than significant.

[2] Per the California Department of Fish and Wildlife, habitat is where a given plant or animal species meets its requirements for food, cover, and water in both space and time.

Special Status Wildlife

Based on database search results and wildlife surveys in the project area, the following special-status species are known to occur in or adjacent to the project site: California tiger salamander, monarch butterfly, valley elderberry longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp (USFWS 2022). However, these species are not discussed further because they and/or suitable habitats are absent from the project site.

The project site is developed with an existing school. No special-status wildlife species occur within the project area due to historical and continued disturbance and use. However, native migratory birds may be present in the project area. All locations with a shrub- or tree-canopy layer in the project area may provide suitable nesting habitat for a diverse assemblage of migratory birds.

The site is developed and includes existing school buildings and facilities. A total of 120 trees were inventoried in the study area. The ornamental trees onsite could be used for nesting by birds protected under the Migratory Bird Treaty Act (MBTA) (US Code Title 16, Sections 703-712), and California Fish and Game Code Sections 3503 et seq. Tree or vegetation removal would be required for the project; therefore, the project could result in direct impacts on migratory birds if they are nesting in the affected trees and vegetation during construction. Indirect impacts on migratory birds could result from noise and vibration during construction if birds were nesting in the trees adjacent to the project area. Therefore, per Mitigation Measure BIO-1, a preconstruction nesting bird survey is required within 14 days of the beginning of ground disturbance during the nesting season. Additionally, per Mitigation Measure BIO-2, a no-disturbance buffer around the nest shall be established if active nests are found. Impacts would be less than significant with implementation of mitigation.

Mitigation Measures

BIO-1 Conduct a pre-construction nesting raptor and bird survey of all suitable habitat on the project site within 14 days of the commencement of ground disturbance (e.g., tree/vegetation removal, mass grading) during the nesting season (February 1 to August 31). Where accessible, surveys should be conducted within 300 feet of the project site for nesting raptors and 100 feet of the project site for other nesting birds.

BIO-2 If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary.

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

No Impact. Sensitive natural communities are communities that are considered rare in the region by regulatory agencies; known to provide habitat for sensitive animal or plant species; or known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams.

3. Environmental Analysis

The project site is developed with an existing school. No riparian habitats are identified onsite (USFWS 2022). As such, no impacts would occur.

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

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs.

The project site is currently developed with an existing school. No wetland or drainage areas are identified on the project site (USFWS 2022). Therefore, no impacts would occur to wetlands or drainage areas.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors, allowing animals to move between various locations within their range.

The Migratory Bird Treaty Act (50 Code of Federal Regulations Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance or destruction. "Migratory birds" include all nongame, wild birds found in the U.S., except for the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

The proposed project is heavily used and is in an urbanized area. There are no significant habitat features (e.g., wetlands or riparian areas) within or adjacent to the project site, and project development is not expected to impact wildlife movement. However, the ornamental trees onsite could be used for nesting by birds protected under the Migratory Bird Treaty Act (MBTA) (US Code Title 16, Sections 703-712), and California Fish and Game Code Sections 3503 et seq. Tree or vegetation removal would be required for the project; therefore, the project could result in direct impacts on migratory birds if they are nesting in the affected trees and vegetation during construction. Indirect impacts on migratory birds could result from noise and vibration during construction if birds were nesting in the trees adjacent to the project area. Therefore, per Mitigation Measure BIO-1, a pre-construction nesting bird survey is required within 14 days of the commencement of ground disturbance during the nesting season. Additionally, per Mitigation Measure BIO-2, a no-disturbance buffer around the nest shall be established if active nests are found. Therefore, impacts would be less than significant with implementation of mitigation.

Mitigation Measures

Implement Mitigation Measures BIO-1 and BIO-2.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant With Mitigation Incorporated. See Impact 3.4(a), above. According to the Arborist Report, 120 trees were found in the study area; it is anticipated that 62 of the 120 living trees within the study area would be removed. (ECORP 2023). Eight additional trees have trunks located on private property and would have indirect impacts. Indirect impacts means that there will be impacts at the soil level within the Tree Protection Zone of the tree through some form of ground disturbance. To avoid damage to these eight trees during construction activities, Mitigation Measures BIO-3 and BIO-4 shall be implemented. Mitigation Measure BIO-3 provides standards for avoiding the driplines of the affected trees while Mitigation Measure BIO-4 provides standards for grading beneath tree driplines, when applicable. The remaining 51 surveyed trees are located along the school's fence line, either growing against or through the fence. These trees would be removed if the campus's fencing is to be removed and replaced.

Of the 120 trees in the study area, 17 inventoried trees are considered private protected trees[3] per the City's tree ordinance (Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the City of Sacramento Municipal Code) because they are located on private property and are either native oaks with a diameter at standard height of 12 inches or larger or are a non-oak with a diameter at standard height of 24 inches or larger. Six of these 17 private protected trees (i.e., tag numbers 12, 125, 132, 159, 160, and 161) would be removed to accommodate the new campus site plan. While the City's tree ordinance does not apply to the District's property, it provides standards for protection and replacement of trees on City and private property. Therefore, impacts would be less than significant with implementation of mitigation and compliance with the City's tree ordinance.

Mitigation Measures

BIO-3 During construction activities, the following standards shall be required to preserve the trees located on surrounding private properties (i.e., tag numbers 21, 33, 34, 35, 36, 37, 46, and 47):

a. Avoid grade cuts greater than 1 foot within the driplines of preserved trees and within 5 feet of their trunks.

[3] According to the City of Sacramento's Municipal Code, a private protected tree means:

1. A tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
2. Any native Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), Interior Live Oak (*Quercus wislizenii*), Coast Live Oak (*Quercus agrifolia*), California Buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*), that has a diameter at standard height of 12 inches or more, and is located on private property;
3. A tree that has a diameter at standard height of 24 inches or more located on private property that:
    i. is an undeveloped lot; or
    ii. does not include any single unit or duplex dwellings; or
    iii. a tree that has a diameter at standard height of 32 inches or more located on private property that includes any single unit or duplex dwellings.

b. Avoid fill greater than 1 foot within the driplines of preserved trees and any placement of fill within 5 feet of their trunks.

c. Avoid trenching within the driplines of preserved trees. If it is absolutely necessary to install underground utilities within the driplines of a preserved tree, it is recommended that the trench be either bored or drilled.

d. Avoid installing irrigation systems within the driplines of preserved tree(s) as it may be detrimental to the long-term survival of the preserved tree(s).

e. Limit landscaping beneath preserved trees be limited to non-plant materials such as boulders, cobbles, wood chips, etc., or plant species tolerant of the natural semi-arid environs of the trees.

f. Drip irrigation should be limited to approximately twice per summer for the understory plants.

BIO-4 For grading activities that would occur below the driplines of trees located in the surrounding private properties (i.e., tag numbers 21, 33, 34, 35, 36, 37, 46, and 47), the following standards shall be required to avoid damage to the applicable trees:

a. Major roots 2 inches or greater in diameter encountered within the tree's dripline in the course of excavation from beneath trees that are not to be removed should be kept moist and covered with earth as soon as feasible. Roots 1 inch to 2 inches in diameter that are severed should be trimmed, treated with pruning compound, and covered with earth as soon as possible.

b. Support roots that are inside the dripline of the tree should be protected to the extent feasible. Hand-digging is recommended in the vicinity of major trees to prevent root cutting and mangling by heavy equipment.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The project site is not within a Natural Community Conservation Plan or Habitat Conservation Plan area. The project site does not contain sensitive biological resources given its disturbed nature; the proposed project would be required to comply with Mitigation Measures BIO-3 and BIO-4. Impacts would be less than significant.

3.5 CULTURAL RESOURCES

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The project site contains Oak Ridge Elementary School, which opened in 1951. There are no state or national historic resources on the project site (NPS 2020; OHP 2023). Construction of the proposed project would occur within the project boundary. Therefore, no impacts would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. Implementation of the proposed project would require ground disturbing activities such as ground clearing, excavation, grading, and other construction activities. Although the project site is already developed, potential buried resources could be unearthed during ground disturbing activities. Mitigation Measure CUL-1 requires that if any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess

the find and make recommendations. Therefore, impacts to archaeological resources would be reduced to a less than significant impact with mitigation.

Mitigation Measures

CUL-1 Prior to grading activities, a qualified archaeological monitor shall be identified to be on call during ground-disturbing activities. If archeological resources are discovered during excavation and/or construction activities, construction shall stop within 100 feet of the find, and the qualified archaeologist shall be consulted to determine whether the resource requires further study. The archaeologist shall make recommendations to the District to protect the discovered resources.

If the resources are deemed to be non-tribal, the archaeological resources recovered shall be provided to the North Central Information Center and California State University, Sacramento Natural History Museums, or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study.

If the resources are deemed to be tribal-related, the Wilton Rancheria will be contacted to assess the significance of any find as well, in order to obtain recommendations on how best to proceed. Tribal-related archaeological resources discovered will be left in place in order to minimize handling until consultation with the qualified archaeological monitor and the Wilton Rancheria can be arranged in order to determine the appropriate next steps. Continued work in the area of the archaeological find will only proceed after authorization from the District in coordination with the Wilton Rancheria and the qualified archaeological monitor. The Wilton Rancheria contact information is as follows:

Wilton Rancheria – Cultural Preservation Department
Tel: 916.683.6000
cpd@wiltonrancheria-nsn.gov

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The project site is currently developed and would require grading and other ground disturbing activities. California Health and Safety Code Section 7050.5 requires that if human remains are discovered on a project site, disturbance of the site shall halt until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and has made recommendations concerning their treatment and disposition to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and has reason to believe they area Native American, he or she shall contact the NAHC by telephone within 24 hours. Impacts to human remains would be less than significant.

3.6 ENERGY

Existing Conditions

Pacific Gas & Electric (PG&E) supplies natural gas to much of northern and central California – from Humboldt and Shasta counties in the north to Kern and Santa Barbara counties in the south – including the infrastructure for the City of Sacramento.

Sacramento Municipal Utility District (SMUD) is the nation's sixth largest community-owned, not-for-profit electric utility to provide electricity to most of Sacramento County and small portions of Placer and Yolo Counties (SMUD 2023a). SMUD has outlined in their 2030 Clean Energy Vision to commit to a goal of zero carbon emissions in their power supply by 2030. To reach this goal, SMUD is considering ideas such as new technology (e.g., green hydrogen, biofuels, long duration storage), business models that engage customers with their connected devices, and gas-fired power plant replacement to reduce emissions.

The current project site is served by both electricity and natural gas connections. Electricity is supplied to the project site by SMUD. Natural gas and associated infrastructure are provided and maintained by PG&E.

Current energy demands are derived from the operation of the existing Oak Ridge Elementary School. Energy demand from the existing land uses includes building energy (e.g., electricity used for lighting and natural gas used for heating) and energy demand from vehicle trips.

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The following discusses the potential energy demands from construction activities associated with the development of the proposed project and its operation.

3. Environmental Analysis

Short-Term Construction Impacts

Electrical Energy

Construction of the proposed project would not require electricity to power most construction equipment. The electricity used during construction would vary during different phases of construction, where the majority of construction equipment during demolition and excavation, site preparation, trenching, and grading would be gas-powered or diesel-powered, and the later construction activities, such as architectural coatings, could require electric-powered equipment. Overall, the use of electricity would be temporary in nature and would fluctuate according to the activity of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Therefore, as electricity consumption during project construction would be minimal and would occur when necessary to complete construction of the proposed project, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy used during construction would come from the transport and use of construction equipment, delivery vehicles, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the activity of construction and would be temporary. Upon completion of project construction, all construction equipment would cease. Furthermore, the construction contractors are anticipated to minimize non-essential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9, which limits the nonessential idling of diesel-powered off-road equipment to five minutes. Such required practices would limit wasteful and unnecessary energy consumption.

In general, there are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would occur elsewhere (restrictions on equipment, labor, types of activities, etc.). The proposed utility infrastructure would connect to the existing water, sewer, storm drain system, and electricity networks in the area since the land use intensity will remain the same. Therefore, it is expected that construction energy usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar projects and impacts would be less than significant with respect to construction-related energy demands.

Long-Term Impacts During Operation

Operation of the proposed project is expected to decrease energy consumption for electricity and natural gas. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, perimeter, electric vehicle (EV) charging stations, solar panel canopy, battery storage, and parking lot lighting.

Electrical Energy

The proposed project involves the redesign and reconstruction of the existing Oak Ridge Elementary School to the northeast corner of the campus. The proposed project would redesigned all buildings to be all-electric, include EV charging stations. Electrical service to the proposed project would be provided by SMUD connections to existing electrical lines and new on-site infrastructure.

While the proposed project would result in an increase of 11,128 square feet beyond existing conditions, the 52,948 square-foot building would be required to comply with the Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen). New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings onsite. Furthermore, the proposed project would receive energy through SMUD to provide energy for the All-Electric buildings. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce building-related per capita energy consumption after buildout of the campus and move closer toward achieving zero net energy. Compliance with these codes would decrease overall reliance on fossil fuels and increase reliance on renewable energy sources for electricity generation. Thus, operation of the proposed buildings would not result in wasteful or unnecessary electricity.

Natural Gas

Implementation of the proposed project would not generate an increased demand for natural gas since the campus would encompass only All-Electric buildings onsite.

Transportation Energy

The proposed project is not anticipated to increase student or adult staff capacity for the schools, and thus implementation of the proposed project would not generate additional vehicle fuel usage or vehicle miles traveled compared to existing conditions.

The proposed project includes improvements to the access and circulation system for the project site. The proposed project would move existing access points create a new access point (align with 21st Avenue) which would lead to a driveway bordering the south boundary of the site and continue as a loop around the parking lot. A separate sidewalk and bike lane would be provided on the north side of the Martin Luther King Jr. Boulevard driveway. Thus, the new proposed access and circulation network would allow traffic to flow more efficiently and decrease transportation-related energy by increasing drop-off/pick-up zones near campus and improve pedestrian and bike lanes.

3. Environmental Analysis

Additionally, fuel efficiency of vehicles during the buildout year of 2025 would on average improve compared to vehicle fuel efficiencies experienced under existing conditions, thereby resulting in a lower per capita fuel consumption in 2025 assuming travel distances, travel modes, and trip rates remain the same. The improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, the District's students and staff do not have direct control in determining the fuel efficiency of vehicles manufactured and that are made available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the project site's region more fuel-efficient vehicle options.

Moreover, the proposed project would be required to include EV ready spaces consistent with the 2022 CALGreen voluntary Tier 2 nonresidential measures for EV capable spaces contained in the other Tier 1 BMP would on average increase reliance on electricity for transportation energy demand. As electricity consumed in California is required to meet the increasing renewable energy mix requirements under the State's RPS and accelerated by SB 100, greater and greater proportions of electricity consumed for transportation energy demand envisioned under the proposed project would continue to be sourced from renewable energy sources rather than fossil fuels. Since vehicle fuel efficiencies would improve year over year through the buildout year of 2025 and result in a decrease in overall per capita transportation energy consumption, impacts would be less than significant with respect to operation-related fuel usage.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The State's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Senate Bill 100 (SB 100) was signed and raised California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects but to utilities and energy providers such as SMUD, which is the utility that would provide all of the electricity needs for the proposed project. Compliance of SMUD in meeting the RPS goals would ensure the State meets its objective in transitioning to renewable energy, especially since SMUD has an ambitious goal of reaching zero carbon

emissions in their power supply by 2030 (SMUD 2023b). Furthermore, implementation of the proposed project would encompass only All-Electric buildings onsite, include EV charging infrastructure consistent with CALGreen Tier 2 standards, as required by Mitigation Measure GHG-1, as well as include a solar panel canopy and be compliant with the current CALGreen and Title 24 Building Energy Efficiency Standards, which would result in greater energy efficiency and more renewable energy use than existing buildings.

Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy or energy efficiency, and impacts would be less than significant.

3.7 GEOLOGY AND SOILS

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Fault rupture impacts occur when a structure is situated on top of an active fault that displaces in two separate directions during an earthquake. The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent the construction of buildings in areas where active faults have surface expression. Surface fault rupture is earth surface broken by fault movement. Sudden surface rupture from severe earthquakes can cause extensive property damage, but even slow fault movement

(known as "fault creep") can cause displacement that results in offset or disfiguring of curbs, streets, buildings, and other infrastructure.

The project site is not in an Alquist-Priolo Earthquake Fault Zone and no fault lines traverse the site (CDC 2022b; CDC 2022c). Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As stated in 3.7.a.i, above, the project site is not on a known fault zone or within an earthquake fault zone. The nearest fault to the project site is a pre-quaternary fault is approximately 4.68 miles northeast of the site; the Midland Fault is approximately 20.7 miles southwest of the project site. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand, or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based upon three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking. According to the Sacramento County Local Hazard Management Plan, the Delta and areas of downtown Sacramento are at risk of liquefaction; however, there have been no past events of liquefaction that affected the city (Sacramento County 2021). Therefore, liquefaction occurring at the project site is unlikely. Additionally, all structures would be built to adhere to the 2022 California Building Code (CBC), or the most recent version, and the DSA criteria, which provides minimum standards to protect property and public welfare by regulating design and construction to reduce the effects of adverse soil conditions. Therefore, impacts would be less than significant.

iv) Landslides?

Less Than Significant Impact. Landsliding is a type of erosion in which masses of earth and rock move downslope as a single unit. No landslides have been mapped on the site (CDC 2022d). The project site is relatively flat. Furthermore, all structures on the site would comply with the 2022 CBC, or most recent version, as well as the DSA criteria, which provides minimum standards to protect property and public welfare by regulating design and construction to reduce the effects of adverse soil conditions.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved, and removed from one place and transported to another. The project site is an existing school site with paved and impervious surfaces (parking lot, buildings, hardcourts) as well as pervious surfaces (turf field, vegetation). The project site would implement structural and nonstructural best management practices before and during construction to control surface runoff and erosion to retain sediment on the project site. Once the proposed project is constructed, soil erosion would be controlled with improvements installed on the project site. Therefore, a less than significant impact would occur.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. As discussed in 3.7.a.iii and iv, the project site is not in a liquefaction or landslide zone. Lateral spreading is a phenomenon where large blocks of intact, non-liquefied soil move downslope on a large, liquefied substratum; the mass moves toward an unconfined area, such as a descending slope or stream-cut bluff and has been known to move on slope gradients as little as one degree. The topography of the site is relatively flat, and therefore, impacts from lateral spreading would be less than significant.

Subsidence of basins attributed to overdraft of groundwater aquifers or over pumping of petroleum reserves has been reported in various parts of California. Collapsible soils may appear strong and stable in their natural (dry) state, but they rapidly consolidate under wetting, generating large and often unexpected settlements. Seismically induced settlement consists of dynamic settlement of unsaturated soil (above groundwater) and liquefaction-induced settlement (below groundwater). These settlements occur primarily in low-density sandy soil due to the reduction in volume during and shortly after an earthquake. The proposed project would not require the withdrawal of groundwater from the site and is not within areas of land subsidence according to USGS (USGS 2023). Impacts to subsidence would be less than significant.

The proposed project would be required to comply with CBC and DSA criteria which would ensure adequate design and construction of building foundations to resist soil movement. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. Expansive soils swell when they become wet and shrink when they dry out resulting in the potential for cracked building foundations. All structures built onsite would adhere to the 2022 CBC, or most recent version. Additionally, since the site would be part of a school site, the California Geological Survey and Division of the State Architect would ensure that all potential impacts to the buildings would be sufficiently reduced. Therefore, the project site would not have less than significant impacts on exposing people or the proposed structures to adverse effects associated with expansive soils.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not require the installation of a septic tank or alternative wastewater disposal system but would not utilize the local sewer system. Therefore, no impacts would result from soil conditions in relation to septic tanks or other on-site water disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. Paleontological resources are fossilized remains of past life on earth, such as bones, shells, leaves, tracks, burrows, and impressions. The project site is currently developed. The proposed project would require limited grading and other ground disturbing construction activities to accommodate the construction of the proposed project and utility requirements. Due to the ground disturbance associated with construction, there is potential that natural landform beneath the site would be encountered during construction and that subsurface resources and/or paleontological resources would be discovered. Implementation of Mitigation Measure GEO-1 would ensure that if resources are discovered during ground disturbing activities that resources would be recovered in accordance with state and federal requirements. Implementation of Mitigation Measure GEO-1 would reduce impacts to paleontological resources to a less than significant level.

Mitigation Measures

GEO-1 Prior to construction, the District shall identify a qualified paleontologist to be on-call. If unique paleontological resources are discovered during excavation and/or construction activities, construction shall stop within 50 feet of the find, and the qualified paleontologist shall be consulted to determine whether the resource requires further study. The paleontologist shall make recommendations to the District to protect the discovered resources. Any paleontological resources recovered shall be provided to the North Central Information Center and California State University, Sacramento Natural History Museums, or repository willing and able to accept and house the resource to preserve for future scientific study.

3.8 GREENHOUSE GAS EMISSIONS

Existing Conditions

The existing elementary school generates GHG emissions from transportation sources, energy (natural gas and purchased energy), and area sources such as landscaping equipment.

Discussion

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG emissions is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N2O), sulfur hexafluoride (SF6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[4]

Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis. Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's Assembly Bill (AB) 32 inventory and treats this short-lived climate pollutant separately. A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

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

Less Than Significant Impact With Mitigation Incorporated. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own

[4] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction GHG emissions are shown in Table 6, *Project-Related Construction GHG Emissions.* Implementation of the proposed project would result in the demolition and reconstruction of an existing elementary school. The proposed elementary school buildings square footage would increase by 11,128 square feet when compared to the existing building square footage. As such, there may be a net increase in area sources (e.g., consumer cleaning products) and energy usage (i.e., electricity). However, the proposed project would not result in an increase in student capacity and therefore would not result in an increase in mobile emissions beyond existing conditions. While building square footage would increase when compared to the existing structures onsite, the new buildings would be designed to be All-Electric and would be compliant with the current California Building Standards Code and, thus, would be more energy-efficient in comparison to the existing structures. Therefore, the overall energy consumption per square foot of building space under the proposed project is expected to be less than that of the existing structures onsite.

Impacts During Construction

The SMAQMD has adopted a construction GHG significance threshold of 1,100 metric tons of carbon dioxide ($MTCO_2e$) per year. Should a land use development project exceed this amount of GHG emissions in a given year, it would present a potentially significant impact warranting mitigation. As shown in Table 6, construction of the proposed project would not generate annual GHG emissions that would exceed the SMAQMD threshold of 1,100 $MTCO_2e$ per year.

Table 6 Project-Related Construction GHG Emissions

Source	GHG Emissions
	$MTCO_2e$ Per Year
Construction	
Year 2023	148
Year 2024	345
Year 2025	369
Annual Maximum	**369**
SMAQMD GHG Threshold	**1,100 $MTCO_2e$/Yr**
Exceeds Threshold?	**No**

Source: CalEEMod, Version 2022.1., SMAQMD 2020a
Notes: MT = metric tons; $MTCO_2e$ = metric ton of carbon dioxide equivalent

Long-Term Impacts During Operation

The SMAQMD has adopted a GHG significance threshold for GHG emissions from operation of a project, which is 1,100 $MTCO_2e$ per year in addition to implementation of best management practices (BMPs) for GHG emissions. To assess a project's potential to exceed the 1,100 $MTCO_2e$ per year significance threshold, the SMAQMD has adopted operational screening criteria to qualitatively assess a project's potential GHG emissions impacts (SMAQMD 2018). As the proposed project is the reconstruction of an elementary school,

the appropriate SMAQMD screening criteria would be the Educational, Elementary School land use criteria, listed below:

- GHG Screening Level: 57,000 square feet, or 676 students.

The proposed project would not involve any increase in student enrollment beyond existing conditions. Moreover, the proposed project would constitute the demolition of the existing buildings totaling approximately 41,820 square feet and construction of new buildings totaling approximately 52,948 square feet, for an approximate increase of 11,128 square feet. As both the new student enrollment (0 students) and new building space (11,128 square feet) would be less than the SMAQMD's applicable screening criteria, the proposed project would be considered to generate operational GHG emissions below the SMAQMD significance threshold of 1,100 $MTCO_2e$ per year.

In addition to the above significance threshold, the SMAQMD has two BMPs that must be included in the proposed project for impacts to be determined less than significant:

- Require all buildings to use all electric energy systems, and
- Include parking stalls with electric vehicle (EV) charging infrastructure consistent with the requirements of the applicable California Green Building Standards Code (CALGreen) Tier 2 nonresidential measures, except that all EV capable spaces shall be instead EV ready.

Without these BMPs, the proposed project would have the potential to have significant impacts on the environment. The SMAQMD has developed this threshold to ensure that new GHG emissions would be reviewed and assessed for mitigation, thereby contributing to GHG emissions reduction goals of AB 32, SB 32, the Scoping Plan, and Executive Order B-30-15 (SMAQMD 2021).

The proposed project, by design, would satisfy the first BMP of an All-Electric building design but would not be designed to implement the second required BMP of including EV charging infrastructure consistent with the current CALGreen Tier 2 nonresidential measures. Therefore, operational GHG emissions associated with the proposed project may result in cumulative contribution to GHG emissions. Impacts would be potentially significant; therefore, Mitigation Measure GHG-1 is required to ensure the proposed project incorporates EV charging infrastructure consistent with the SMAQMD's required EV charging infrastructure BMP.

Mitigation Measures

GHG-1 The project shall comply with the applicable 2022 California Green Building Standards Code (CALGreen) Tier 2 standards which are a requirement under the Sacramento Metropolitan Air Quality Management District (SMAQMD) Greenhouse Gas (GHG) Best Management Practices (BMPs). Plans shall identify the number of EV parking spaces with chargers that meet the current CALGreen Tier 2 standards, except all EV capable spaces shall be instead EV ready.

With implementation of Mitigation Measure GHG-1, the proposed project would be required to install the applicable number of EV parking spaces per CALGreen Tier 2 requirements for projects subject to SMAQMD's GHG BMPs. Therefore, the proposed project would implement both of the required BMPs

identified in the SMAQMD CEQA Guide, by design and through the incorporation of Mitigation Measure GHG-1, and impacts would be less than significant with mitigation incorporated (SMAQMD 2020a).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SACOG's 2020 MTP/SCS. A consistency analysis with these plans is presented below.

California Air Resources Board Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by SB 32, which is to reduce GHG emissions to 40 percent below 1990 emission levels by year 2030. CARB recently adopted the 2022 Scoping Plan to achieve the state's carbon neutrality goals under EO B-55-18. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties or individual projects (i.e., the Scoping Plan does not require the school district to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program).

Reconstruction of the proposed project would adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. In addition, the required SMAQMD GHG BMPs, which the proposed project would either include by design or is required to incorporate by Mitigation Measure GHG-1, go beyond the requirements of the current CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. The proposed project would also not increase student capacity and thus would not increase vehicle miles traveled (VMT). Therefore, the proposed project would be consistent with State efforts to reduce motor vehicle emissions and generate GHG emissions consistent with the reduction goals of AB 32, SB 32, and AB 1279. The proposed project would not obstruct implementation of the CARB Scoping Plan, and a less than significant impact would occur.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

SACOG adopted the 2020 MTP/SCS in November 2019, which lays out the transportation investment and land use strategy to support an economically prosperous region (SACOG 2019). The 2020 MTP/SCS provides a general idea of future land use patterns to meet the housing needs of the region and outlines transportation planning that reduces GHG emissions from vehicles consistent with state climate goals. The overarching strategy in the 2020 MTP/SCS is to foster a balance of new housing and job growth near job centers with mobility options to reduce the growth rate of vehicle miles traveled. Additionally, this plan emphasizes more frequent transit services and to build an efficient multimodal system (including bike or car share, ride-hailing

options, bus, and light rail) to provide more travel choices to residents throughout the region. The projected regional development, when integrated with the proposed regional transportation network in the 2020 MTP/SCS, would reduce per-capita GHG emissions related to vehicular travel and achieve the 19 percent GHG reduction per-capita target for the SACOG region.

The 2020 MTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but does provide incentives for consistency to governments and developers. The proposed project would result in reconstruction of a new elementary school with newer, more efficient buildings that would serve the surrounding residential area. As discussed in Section 3.14, *Population and Housing*, the new students that would fill the new classrooms would be existing residents living within the District's service boundary, and the proposed project would not directly increase population growth in the area. Therefore, the proposed project would not interfere with SACOG's ability to implement the regional strategies in the 2020 MTP/SCS, and a less than significant impact would occur.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The term "hazardous material" is defined in different ways by different regulatory programs. For purposes of this environmental document, the definition of "hazardous material" is similar to that in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as that in the California Health and Safety Code, Section 25517, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

3. Environmental Analysis

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
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
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

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

Less Than Significant Impact. Project construction would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials by the construction phase of the project would comply with existing regulations of several agencies–the EPA, Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health (Cal/OSHA), and the US Department of Transportation (DOT). The proposed project would operate as an elementary school. Project maintenance may require the use of cleaners, solvents, pesticides, and other custodial products that are potentially hazardous. These materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. With the exercise of normal safety practices, the project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. Construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Operation of the site would continue as existing conditions and would not warrant use of hazardous materials in quantities that could result in conditions.

The proposed project would be required to be constructed in accordance with the Storm Water Pollution Prevention Plan (SWPPP) which includes best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges. BMPs for hazardous materials may include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing cleanout areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with the proposed project and the potential for accident or upset is less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. Christian Brothers High School is located within 0.25-mile of the project site. However, the project site would continue to operate as an elementary school and would not emit hazardous emissions or handle hazardous materials or substances. Therefore, no impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. The project site is not listed on GeoTracker but is listed on EnviroStor as a school investigation site (DTSC 2023; SWRCB 2023). A Phase I Site Assessment was conducted at the site in 2005. The cleanup status for Oak Ridge Elementary School was "No Action Required" as of September 2, 2005. Therefore, impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The project site is 1.49 miles northeast of the Sacramento Executive Airport. As with the existing conditions, the proposed project would operate as an educational institution and no changes to the uses onsite would occur. As such, the students and staff at the project site would not be exposed

to safety hazards or noise in excess to what they are exposed to under existing conditions. The project site is not within a safety zone (SACOG 1999). Therefore, impacts would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surrounding properties during construction and operation. Both the City Fire Marshal and DSA would be required to approve fire access around the site. As part of the DSA process, a Fire and Life Safety Review would be conducted when DSA would review building construction and how occupants can safely exit the buildings in case of a fire. The proposed project would not result in inadequate emergency access, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The project site is not located in a very high fire hazard severity zone (VHFHSZ) (CAL FIRE 2023). The project site is located in an urbanized portion of the City. The proposed project would be required to comply with the 2022 CBC and 2022 California Fire Code (CFC). Therefore, impacts would be less than significant.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). Drainage and surface water discharges during construction and operation of the proposed project would not violate any water quality standards or waste discharge requirements. However, site preparation and other soil-disturbing activities during construction of the project could temporarily increase the amount of soil erosion and siltation entering the local stormwater drainage system.

The proposed project would disturb approximately 7.7 acres. Pursuant to Section 402 of the Clean Water Act, the US Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board administers the NPDES permitting program and is responsible for developing

permitting requirements. The NPDES program regulates industrial pollutant discharges, including construction activities for sites larger than one acre. Since implementation of the proposed project would disturb more than one acre, the proposed project would be subject to the NPDES Construction General Permit requirements (Order No. 2009-0009-DWQ).

Construction

Clearing, grading, excavation, and construction activities associated with the project have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. To minimize these potential impacts, the proposed project would be required to comply with the NPDES Construction General Permit as well as the best management practices (BMPs) to control erosion and prevent any discharge of sediments from the site to reduce potential impacts to less than significant levels.

Operation

For site operations, structural BMPs, such as landscaping, would reduce runoff. Therefore, a less than significant impact to water quality standards would occur.

The proposed project would also be required to comply with applicable federal, state, and local regulations. Provided that the standard BMPs are implemented, the proposed project would not substantially degrade water quality. A less than significant impact would occur.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed project does not propose groundwater wells that would extract groundwater from an aquifer, nor would the proposed project affect recharge capabilities for the basin, as there are no wetlands onsite. Therefore, a less than significant would occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not alter the course of a stream or river. Construction of the project would increase the potential for erosion and siltation. However, the proposed project would include BMPs such as landscaping, which would reduce runoff, and improvements would be constructed over a short period of time. Therefore, a less than significant impact would occur.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The proposed project would not alter the course of a stream. Project implementation would include pervious and impervious surfaces on site. With the use of BMPs and compliance with local, state, and federal regulations, to ensure that drainage patterns and stormwater runoff are maintained, impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project implementation would include pervious and impervious surfaces on site. With the proposed BMPs, impacts associated with impervious surfaces would be reduced. The proposed project would be required to comply with local, state, and federal regulations pertaining to stormwater. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

iv) Impede or redirect flood flows?

Less Than Significant Impact. The project site is developed with an existing school and is within Zone X, indicating minimal risk of flooding (Flood Insurance Rate Map ID #06067C0190H) (FEMA 2012). Since the likelihood of floods in the project area is low, the proposed project would have a less than significant impact on impeding or redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. Although there are no large water tanks in the area that could impact the proposed project site, there are dams in the region that could create flooding impacts. According to the Department of Water Resources' California Dam Breach Inundation Maps, the project site is not within the inundation zone of any dams or reservoirs (DWR 2023). The nearest dam to the project site is the Nimbus Dam, approximately 15 miles northeast of the project site. Given the distance and varying topography, impacts of seiche affecting the project site is less than significant.

A tsunami is earthquake-induced flooding that is created from a large displacement of the ocean floor. The site is over 80 miles east of the Pacific Ocean; therefore, the likelihood of a tsunami impacting the project site is not likely. No impact would occur.

A mudflow is a landslide event in which debris, land mass, and soils are saturated during their displacement. The project site is relatively flat, with no slopes near the site that are capable of generating a mudflow. No mudflow impacts would occur.

3. Environmental Analysis

Provided that standard BMPs are implemented, the proposed project would not substantially degrade water quality. As impacts related to the occurrence of site inundation by seiche, tsunami, or mudflow are less than significant, the release of pollutants would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The proposed project would not obstruct or conflict with the implementation of a water quality control plan or sustainable water management plan. The proposed project would comply with the water quality and use requirements of these plans through the implementation of BMPs. Therefore, impacts would be less than significant.

3.11 LAND USE AND PLANNING

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community?

No Impact. The project site is surrounded by residential and commercial uses in addition to a church and Christian Brothers High School to the north. The proposed project consists of rebuilding school buildings within the project site boundaries. The proposed project would not divide an established residential community because it would occur entirely on an existing school property. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is currently zoned R-1 and the existing land use designation is Public/Quasi-Public. Implementation of the proposed project would not change the zoning or land use designations of the site. The proposed project would not change the uses on site, and impacts would be less than significant.

3.12 MINERAL RESOURCES

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. There are four mineral resources zones (MRZ):

- **MRZ-1.** Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- **MRZ-3.** The significance of mineral deposits cannot be determined form the available data.
- **MRZ-4.** There is insufficient data to assign any other MRZ designation.

The project site is in MRZ-3, where the known or inferred mineral occurrences of undetermined mineral resource significance exists (CDC 2018). The project site and its surroundings areas are not developed for mineral extractions. The areas surrounding the project site are developed with buildings, and therefore, no loss of known resources would result from project implementation. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The policies in the City of Sacramento Environmental Resources Element indicate that mineral resource extractions occur in the MRZ-2 zones of the city. The project site currently operates as a school and no mining activities occur onsite. Therefore, the proposed project would not result in a loss of availability of a mining site, and no impact would occur.

3.13 NOISE

The analysis in this section is based in part on the following:

- *Noise Analysis,* PlaceWorks, May 2023

A complete copy of the report is included in Appendix C to this Initial Study.

Noise Fundamentals

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, federal, state, and local governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals and applicable regulations are contained in Appendix C.

Environmental Setting

Existing Noise Environment

Located west of the project site is State Route 99 Freeway 0.4 miles away.

The proposed project is an existing school complex consisting of two schools, (Oak Ridge Elementary and Oak Ridge Preschool). The project site is in a predominantly residential area with a noise environment influenced primarily by transportation noise from local roadways, State Route 99 approximately 0.4 miles to the west, school activity from the Christian Brothers High School approximately 200 feet to the north of the project site. Noise from nearby residential uses and the Williams Memorial Church of God in Christ (e.g., property maintenance and vehicle noise) also contribute to the total noise environment intermittently in the project vicinity as well as flights from the Sacramento Executive Airport approximately 1.4 miles southwest.

The City of Sacramento General Plan's Noise Element includes future noise contours to assess the noise and land use compatibility of a project site. According to the future noise contour table, the project site is within the 65 to 70 dBA CNEL contour for roadway noise from the State Route 99 Freeway, which is considered "normally acceptable" per the City's community noise and land use standards for schools.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. Sensitive receptors surrounding the proposed project site include adjacent single-family residences to the south, multi-family residences to the east, and residences approximately 65 feet from the edge of the project site to the west. In addition, Williams Memorial Church of God in Christ is directly adjacent to the north and Christian Brothers High School is approximately 200 feet north of the project site.

3. Environmental Analysis

Applicable Standards

State Noise Regulations

Title 5, Section 14040(q) California Department of Education

Under Title 5, the California Department of Education (CDE) regulations require the school district to consider noise in the site selection process. As recommended by CDE guidance, if a school district is considering a potential school site near a freeway or other source of noise, it should hire an acoustical engineer to determine the level of sound that the site is exposed to and to assist in designing the school should that site be chosen.

California Building Code

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

The California Green Building Standards Code (CALGreen) has requirements for insulation that affect exterior-interior noise transmission for nonresidential structures. Pursuant to CALGreen Section 5.507.4.1, Exterior Noise Transmission, an architectural acoustics study may be required when a project site is within a 65 dBA CNEL or L_{dn} noise contour of an airport, freeway or expressway, railroad, industrial source or fixed-guideway source. Where noise contours are not readily available, if buildings are exposed to a noise level of 65 dBA L_{eq} during any hour of operation, specific wall and ceiling assembly and sound-rated windows may be necessary to reduce interior noise to acceptable levels.

City of Sacramento General Plan Noise Standards

Exterior Noise Standards

The City has developed policies related to noise and land use compatibility based on Federal and State exterior noise abatement criteria. The proposed project is the redevelopment of an existing school complex, and the City of Sacramento General Plan finds an exterior noise level of 70 dBA CNEL to be acceptable for schools and churches, and 60 dBA CNEL to be normally acceptable for single-family residential as shown in Table EC-1 in the General Plan.

EC 3.1.2 Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table 7 (Table EC 2 in the General Plan), to the extent feasible.

Table 7 City of Sacramento Existing Exterior Noise Standards Allowable Increase

Residence and Buildings where People Normally Sleep[a]		Institutional Land Uses with Primarily Daytime and Evening Uses[b]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour Leq	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Source: City of Sacramento General Plan 2030, Table EC-2, Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)
Notes:
[a] This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
[b] This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

EC 3.1.5 Interior Vibration Standards. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

EC 3.1.10 Construction Noise. The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

City of Sacramento Municipal Code Noise Ordinance

Exterior Noise Standards

The Sacramento Municipal Code includes noise regulations in Title 8 – Health and Safety, Chapter 8.68 – Noise Control (referred to generally as the Noise Ordinance). Of the regulations in Chapter 8.68, not all are applicable to the Proposed Project. The following regulations would apply to the Proposed Project:

Section 8.68.060 sets standards for cumulative exterior noise levels at residential and agricultural properties, including exterior noise standards of 55 dBA from 7:00 a.m. to 10:00 p.m., and 50 dBA from 10:00 p.m. to 7:00 a.m. Per Section 8.68.060(b), the allowable decibel increase above the exterior noise standards in any one hour are:

- 0 dBA for cumulative period of 30 minutes per hour (L_{50});
- 5 dBA for cumulative period of 15 minutes per hour(L_{25});
- 10 dBA for cumulative period of 5 minutes per hour(L_{8});
- 15 dBA for cumulative period of 1 minutes per hour(L_{2});
- 20 dBA not to be exceeded for any time per hour(L_{max}).

3. Environmental Analysis

In addition, per Section 8.68.060(c), each of the noise limits above shall be reduced by 5 dBA for impulsive or simple tone noises, or for noises consisting of speech or music. If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection (b) above, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category, the maximum ambient noise level shall be the noise limit for that category.

Exemptions

Section 8.68.080 exempts certain activities from Chapter 8.68, including "noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure" as long as these activities are limited to between the hours of 7 a.m. and 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday. Section 8.68.080 also requires the use of exhaust and intake silencers for internal combustion engines and provides for construction work to occur outside of the designated hours if the work is of urgent necessity and in the interest of public health and welfare for a period not to exceed three days.

Federal Transit Administration

The City of Sacramento does not have a quantified threshold for temporary construction noise and vibration. Therefore, to determine impact significance, the following FTA criteria are adopted.

A vibration or construction noise impact would occur if:

- Vibration levels would exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential). Additionally, the FTA's threshold of 72 vibration velocity (VdB) for frequent events will be used to assess vibration annoyance to residences at the nearby sensitive receptors.
- Project construction activities would generate noise levels greater than 80 dBA L_{eq} at the sensitive receptor property line.

Would the project result in:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

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

Less Than Significant Impact with Mitigation Incorporated.

Construction Noise

The total duration for project construction is anticipated to be approximately 24 months with a start date of September 2023 and a completion date of September 2025. Construction equipment for the proposed project would include equipment such as concrete saws, dozers, tractors, loaders, graders, rollers, pavers, and air compressors.

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys including haul trucks may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet. However, these occurrences would generally be infrequent and over short periods of time.

Worker and vendor trips would total a maximum of 53 daily trips during overlapping building construction, paving, and architectural coating of Phase 1 and 1 haul truck trip during demolition of Phase 1.[5] Based on data provided by the KD Anderson & Associates, existing AM peak hour volumes collected from traffic counts in 2023 in the project area are approximately 1,040 (between 22nd avenue and Martin Luther King Blvd). The addition of up to 53 daily construction trips would result in a noise level increase less than 0.1 dBA over existing conditions which would be an indiscernible increase to nearby sensitive receivers. Therefore, construction-related trip noise would result in a less-than-significant impact.

Construction Equipment

Noise generated by onsite construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each activity phase is determined by combining the L_{eq} contributions from each piece of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions. Heavy-duty equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA Lmax at 50 feet. However, overall noise emissions vary considerably, depending on the specific activity

[5] Based on information provided by Sacramento School District and the Project's air quality modeling.

performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects) from the source in the direction of a receiver, the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different loads and power requirements.

Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase. Equipment for grading and site preparation is modeled at spatially averaged distances (i.e., from the acoustical center of the general construction site to the property line of the nearest receptors) because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors for mobile equipment. Similarly, construction noise from paving, asphalt demolition, and building demolitions is modeled from the center of nearest paving or from the center of the developmental phasing areas. Construction equipment for building construction and architectural coating is modeled from the edge of the proposed building to the nearest sensitive receptors.

The project is anticipated to be constructed in three developmental phases. The construction analysis modeled the worst-case scenario of the activity phases within each development phase. For example, all three Phases have demolition activity, but demolition under Phase 2 and 3 is the worst case because at times construction activity could be closer to sensitive receptors and equipment mix averaged slightly louder than under Phase 2 and 3 compared to Phase 1.

The expected construction equipment mix was categorized by construction activity using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 8, *Project-Related Construction Noise, dBA Leq*. RCNM modeling input and output worksheets are included in Appendix C.

Table 8 Project-Related Construction Noise, dBA Leq

Construction Activity Phase	RCNM Reference Noise Level	Nearest Off-campus Receptors			
		Williams Memorial Church of God in Christ (North Receptor)	Multi-Family Residence at 4609 Mendocino Blvd (East Receptor)	Single Family Residences at 3835-4017 22nd Avenue (South Receptor/s)	Single Family Residence at 3830 21st Avenue (West Receptor)
Distance in feet	50	150	200	200	260
Phase 2,3 Demolition	85	76	73	73	71
Phase 2 Site Prep	85	75	73	73	70
Phase 2,3 Rough Grading	85	75	73	73	70
Distance in feet	50	450	30	165	733
Phase 1 Building Construction	80	61	**84**	70	57
Phase 1,2,3 Architectural Coating	74	55	78	64	51
Distance in feet	50	285	235	80	536
Phase 1,2 Asphalt Paving	85	70	71	**81**	64
Maximum dBA L_{eq}		**76**	**84**	**81**	**64**
Exceeds 80 dBA L_{eq} Threshold?		**No**	**Yes**	**Yes**	**No**

Notes: Calculations performed with the FHWA RCNM software are included in Appendix C.

Off-Campus Receptors

Construction is proposed to take place during the municipal code allowable hours of 7:00 AM to 6:00 PM, Monday through Saturday and between the hours of 9:00 AM to 6:00 PM on Sundays. As shown in Table 8, on average noise levels would not exceed the FTA threshold of 80 dBA L_{eq} at the nearest sensitive receptors, except for residence(s) to the south during paving activity and the residence to the east during building construction. This exceedance would result in a potentially significant short-term noise impact.

With the implementation of Mitigation Measure N-1 noise from construction at the nearby impacted sensitive receptors would be reduced to a less than significant impact. Implementation of Mitigation Measure N-1 would reduce noise levels by at least 6 dBA with the use of the best available noise control techniques, specifically the use of proper engine mufflers. A study prepared for the US Department of Transportation found that in cases where a particular piece of equipment either does not have or has a very poor muffler the application of a good muffler will reduce the overall noise by 6 to 12 dBA (Toth 1979). The construction equipment modeled is assumed to not have any mufflers or sound attenuating devices installed. Therefore, reducing noise levels from the highest noise level produced of 84 dBA to 78 dBA L_{eq}. Thus, noise levels would be below the FTA criteria for temporary construction noise of 80 dBA L_{eq}.

Mitigation Measures

N-1 The Sacramento City Unified School District shall adopt a Construction Noise Control Plan, including, but not be limited to the following:

- Limit construction to the hours allowed by the City of Sacramento (7:00 AM to 6:00 PM, Monday through Saturday and between the hours of 9:00 AM to 6:00 PM on Sundays) and prohibit construction on federal holidays.
- At least 30 days prior to the start of construction activities, all off-site businesses and residents within 300 feet of the project site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall include the telephone numbers of the Sacramento City Unified School District's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the Sacramento City Unified School District Facility Department's project hotline number and contractor's authorized representatives contact information that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the Sacramento City Unified School District.
- During the entire active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Require the contractor to use impact tools (e.g., jack hammers and hoe rams) that are hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- During the entire active construction period, stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled.
- During the entire active construction period, noisy operations shall be combined so that they occur in the same time period as the total noise level produced would not be significantly greater than the level produced if the operations were performed separately (and the noise would be of shorter duration).
- Select haul routes that avoid the greatest amount of sensitive use areas.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

On-Campus Receptors

Students would remain in the existing classrooms on site, while development of the remodeled school commences for the eastern half of the project site. Once phase one of developing the project site is completed, students would be allowed to move into the new buildings constructed during phase one; the portable classrooms would be demolished along with the development of the new center playground and southern driveway during phase two. During phase 3 the remaining northwest of the existing project site would be demolished of the existing buildings and the remaining play equipment would be installed and access to the new driveway would be made available along Martin Luther King Blvd. Students would be exposed to onsite construction noise during all three phases. Most construction equipment could operate within 50 to 100 feet from existing classrooms. As shown in Table 8, exterior construction noise levels can reach up to 85 dBA L_{eq}. Typical exterior to interior noise transmission loss (attenuation) for school buildings is 25 dBA with windows closed. Additionally, a fence would be incorporated to separate active construction from active classrooms, thus reducing noise levels by at least 5 dBA. Furthermore, with Mitigation Measure N-1 which would be required to reduce noise levels at the off-campus receptors, incorporation of Mitigation Measure N-1 would further reduce on-campus noise levels by 6 dBA. Thus, interior noise levels at classrooms are estimated to be 60 dBA or less. This would be a less-than-significant impact.

Operational Noise

Traffic Noise

With the planned school remodel, the proposed project would not result in an increase in the number of students on the Project Site. Additionally, there are no planned roadway upgrades associated with the proposed project. Therefore, the project would not result in a significant change in long-term traffic volumes. Therefore, traffic noise increases from the proposed project on nearby roadway segments would be less than significant and no mitigation measures are necessary.

Mechanical Equipment

The construction of new buildings would have mechanical HVAC systems. HVAC equipment would be new, and it is anticipated that the associated noise would be similar to existing HVAC equipment or quieter. For reference, typical HVAC noise is 72 dBA at 3 feet and the nearest sensitive receptors are residences approximately 30 feet to the southeast of the proposed Building K. At that distance, HVAC noise levels would attenuate to 42 dBA or less. This would not exceed the municipal code exterior noise limits for single-family residences during the daytime hours as shown in section 8.68.060 of the Sacramento Municipal Code (e.g., 55 dBA daytime). This impact would be less than significant.

Recreational Noise

The project includes the following:

- A new turf field on the western portion of the project site where the existing school buildings are located;
- Reconfiguration of the existing kindergarten and elementary playgrounds, and basketball hardcourts to the center portion of the site;

These additions and reconfigurations could change the existing noise environment during outdoor student recreation activities. The reconfiguration of the existing kindergarten and elementary playgrounds and hardcourts to be relocated to the center of the project site would not cause a significant noise increase or change in use of its existing outdoor recreational uses. Under the proposed project, the reconfiguration of outdoor recreational uses would be located further away from some of the surrounding residences than currently located under existing conditions. However, the addition and use of the new proposed turf field could increase recreational noise levels at nearby sensitive receptors where they were previously not impacted by outdoor school noise. PlaceWorks staff have collected noise measurements that relate to soccer activity on a turf field. Noise measurements data show that at a distance of 15 feet noise levels from soccer field activities are 60 dBA L_{eq}. The nearest sensitive receptor to the proposed soccer field would be located approximately 50 feet to the north. At that distance, noise from the proposed soccer field would attenuate to 50 dBA L_{eq}. Therefore, noise from the new soccer field to the nearest residence would be below the City of Sacramento's exterior noise standards as set in the municipal code in section 8.68.060 for residential land uses for both day and nighttime criteria (55 and 50 dBA L_{eq} respectively). Therefore, recreational noise would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Operational Vibration

The operation of the proposed project would not include any substantial long-term vibration sources. Thus, no significant vibration effects from operations sources would occur.

Construction Vibration

Vibration Annoyance

Groundborne vibration is rarely annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. For annoyance, vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Since construction activities are typically distributed throughout the project site, vibration annoyance impacts are typically based on average vibration levels (levels that would be experienced by sensitive receptors most of the time). Therefore, to represent the worst-case vibration level, distances to the nearest sensitive residential buildings are measured from the edge of the project site boundary that would contain certain vibration generating equipment. For vibration annoyance, the FTA vibration level

limit of 72 VdB will apply to the surrounding residential receptors and for institutional land uses such as the church that is to the north of the project site the FTA vibration limit of 75 VdB will apply.

Table 9 shows the vibration levels from typical earthmoving construction equipment at the nearest receptors. As shown in the table, construction-generated vibration levels would exceed 72 VdB at the nearby residences and 75 VdB at the Church. Therefore, impacts related to construction vibration annoyance would be potentially significant. However, with implementation of Mitigation Measure N-2 these impacts would be reduced to less than significant.

Table 9 Worst-Case Annoyance Vibration Levels from Construction Equipment

	Vibration Levels (VdB)				
Equipment	Reference Levels at 25 feet	Williams Memorial Church of God in Christ (15 feet North)	Multi-Family Residence at 4609 Mendocino Blvd (10 feet East)	Multi-Family Residence at 3825 Martin Luther King Jr. Blvd (25 feet South)	Single-Family Residence at 3830 21st Avenue (65 feet West)
Vibratory Roller	94.0	NA	**105.9**	**94.0**	**81.6**
Large Bulldozer	87.0	NA	NA	**87.0**	**74.6**
Loaded Trucks	86.0	NA	NA	NA	**73.6**
Static Roller	82.0	NA	**93.9**	**82.0**	69.6
Jackhammer	79.0	**85.7**	NA	NA	66.6
Small Bulldozer	58.0	NA	NA	58.0	45.6
FTA Threshold	-	75	72	72	72
Exceeds Threshold?	**-**	**Yes**	**Yes**	**Yes**	**Yes**

Source: FTA 2018.
NA – Not Applicable
Bold numbers indicate values that exceed the FTA annoyance criteria.
Distances are from the edge of the overall construction zone to the nearest receptor building within each land use type.

Vibration Damage

Construction Vibration

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight architectural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

For reference, a vibration level of 0.2 in/sec PPV is used as the limit for non-engineered timber and masonry buildings (which would apply to the surrounding structures) (FTA 2018). Vibration damage is measured from the edge of the project site to the nearest structure's façade because vibration damage, unlike human vibration perception or annoyance, is determined by measuring instantaneous peak particle velocity generated by equipment. Table 10 summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and at the nearest sensitive receptors. The nearest structure to proposed construction activities is the residences approximately 10 feet or less to the east of the project site. If paving, demolition, grading, and

earthwork equipment operates within approximately 10 feet or less of the residences, the 0.2 in/sec PPV threshold would be exceeded.

Table 10 Vibration Damage Levels for Typical Construction Equipment

	PPV (in/sec)				
Equipment	FTA Reference at 25 feet	Williams Memorial Church of God in Christ (15 feet North)	Multi-Family Residence at 4609 Mendocino Blvd (10 feet East)	Multi-Family Residence at 3825 Martin Luther King Jr. Blvd (25 feet South)	Single-Family Residence at 3830 21st Avenue (65 feet West)
Vibratory Roller	0.21	**0.452**	**0.830**	**0.210**	0.050
Static Roller	0.05	0.108	0.198	0.050	0.012
Large Bulldozer	0.089	0.191	**0.352**	0.089	0.021
Loaded Trucks	0.076	0.164	**0.300**	0.076	0.018
Jackhammer	0.035	0.075	0.138	0.035	0.008
Small Bulldozer	0.003	0.006	0.012	0.003	0.001

Sources: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual,* September 2018. New Zealand Transport Agency 2012.
NA= Not Applicable
Bold = Threshold exceedance

As shown in Table 10, vibration levels would result in an exceedance of 0.2 in/sec PPV at any of the nearby sensitive receptors to the proposed remodeling, resulting in a potentially significant impact, however, with implementation of Mitigation Measure N-2 these results would be reduced to less than significant.

Mitigation Measures

N-2 The Sacramento Unified School District shall ensure the following occur during construction activities:

- Vibratory compaction that is within 55 to 140 feet of any surrounding residential structure shall use a static roller in lieu of a vibratory roller. At a distance greater than 25 feet, a vibratory roller would no longer exceed 0.20 in/sec PPV but would exceed 72 VdB. Therefore, a static roller shall be used within 55 to 140 feet where levels would be reduced to 72 VdB or less and mitigate both vibration damage and vibration annoyance impacts.
- Paving activities within 55 feet of a residential structure will employ self-compacting pea gravel for the base and a concrete finish as to not require vibratory compaction or use of a static roller.
- Grading and earthwork activities within 15 feet of adjacent residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.
- Relocate loaded trucks as far away as feasibly possible from nearby residences (preferably by 80 feet to reduce below 72 VdB) and reduce vehicle idling to prevent vibration annoyance to nearby residences.

- Demolition activities within 80 feet of nearby residences shall be required to use small bulldozers in lieu of large bulldozers in order to reduce vibration annoyance levels below 72 VdB, at distances greater than 80 feet from nearby residences a large bulldozer would no longer exceed 72 VdB and would be permissible under FTA guidelines.

- For jackhammer use to the north, closest to the church where the existing parking lot resides; use of a single jackhammer will be permitted only at any time for demolition of pavement. If demolition of pavement is required within 20 feet of the Church alternatives that generate less vibration would be necessary (i.e hand tools or a hydro demolition tractor). At distances from 20 to 35 feet a jackhammer would be allowed to operate but would be restricted to 30 events/uses in a day to fall under the FTA infrequent event criterion for institutional land uses. At distances from 30 to 35 feet a jackhammer would be allowed to operate but would be restricted to 30 to 70 events/uses in a day to fall under the FTA occasional event criterion for institutional land uses. At distances greater than 35 feet, impacts from a jackhammer would be less than significant and no restriction would apply.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant. The proposed project is located approximately 1.4 miles southwest of the Sacramento Executive Airport. According to the Sacramento Airport Land Use Commission Plan (ALUCP) Noise Contour the project site is located outside the 65 dBA CNEL contour for the Sacramento Executive Airport (Sacramento County Airport System 2023). As shown in the Sacramento 2030 General Plan, normally acceptable noise levels for schools would be 70 dBA CNEL. Therefore, since the project is located outside of the 65 dBA CNEL contour of the Sacramento Executive Airport, the project would not expose people working in the project area to excessive aircraft noise levels above the standards set in the Sacramento General Plan. Thus, the impact would be less than significant.

3.14 POPULATION AND HOUSING

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed project would result in no increase in student enrollment. It is expected that the students that would fill the new classrooms would be existing residents living within the District's service boundary, and the proposed project would not directly increase population growth in the area. No construction of home or businesses is proposed, nor extension of roads or other infrastructure. Project implementation would not induce population growth. No impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Project construction would be restricted to the existing campus, and no housing would be displaced replaced. No impact would occur.

3.15 PUBLIC SERVICES

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

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X

a) Fire protection?

Less Than Significant Impact. The closest fire station to the project site is the Sacramento Fire Department Station 6, located at 3301 Martin Luther King Jr. Boulevard in the City of Sacramento, approximately 0.7-mile northwest of the project site. Both the City Fire Marshal and DSA would be required to approve fire access around the site. Therefore, project implementation would not substantially affect the Department's response times or require expansion of fire protection services such that new or physically altered fire stations would be required. Impacts would be less than significant.

b) Police protection?

Less Than Significant Impact. Law enforcement and police protection services are provided by the Sacramento Police Department at 5303 Franklin Boulevard in Sacramento, approximately 0.6 miles southwest of the site. The improved parking and circulation onsite would reduce congestion in the adjacent neighborhood and emergency vehicle access to the site would expand to include Mendocino Boulevard in addition to Martin Luther King Jr. Boulevard, potentially reducing response times to the site. Therefore, project implementation would not warrant additional law enforcement facilities. Impacts to police protection services would be less than significant.

3. Environmental Analysis

c) Schools?

No Impact. School service needs are related to the size of a residential population, geographic area served, and community characteristics. The proposed project would completely rebuild the project site. Once constructed, the new school facilities would continue to serve the existing programs of Oak Ridge Elementary School (grades K-6) and students in the District's attendance area. The proposed project would not increase the population in the attendance boundary or otherwise increase demand for school services. The proposed project would not result in changes in land uses (e.g., housing) that would result in population growth or create a greater demand for school services. Therefore, no impact would occur.

d) Parks?

No Impact. Impacts to public parks and recreational facilities are generally caused by population or employment growth. The proposed project would not increase population or employment. The proposed project would not result in the increased demand for additional parks and recreation services either on-site or in the surrounding area. Therefore, physical impacts to parks and recreation from increased population growth would not occur. No impacts to parks would occur.

e) Other public facilities?

No Impact. The proposed project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen or senior centers). Physical impacts to public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. No new population would be generated by the proposed uses; therefore, no increased demand on other public facilities is anticipated. No impacts to other public facilities would occur.

3.16 RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

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

Less Than Significant Impact. Similar to existing conditions, operation of the project site would not require students to use existing neighborhood or regional parks. However, during construction activities, students would not have access to recreational facilities. This impact would be temporary as the proposed project, once completed, would enhance and update the school's outdoor recreational spaces. Impacts to offsite recreational facilities as a result of the proposed project would not result in negative impacts. Impacts would be less than significant.

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

Less Than Significant Impact. As discussed in section 3.16(a), the proposed project would not require construction of offsite recreational facilities to accommodate its program. The proposed project includes the rebuilding and enhancing of the recreational facilities at the project site. The environmental effects related to the whole project, including the recreational facility improvements and additions, are discussed throughout this Initial Study. Impacts would be less than significant.

3.17 TRANSPORTATION

The analysis in this section is based in part on the following:

- *Transportation Impact Analysis,* KD Anderson & Associates, Inc., April 2023

A complete copy of the report is included in Appendix D to this Initial Study.

Existing Setting

Roadways

Martin Luther King Jr. Blvd is a 2-lane north-south facility through the study area with Class II on-street bike lanes. On-street parking is permitted in most areas. The City of Sacramento General Plan Citywide Circulation Diagram identifies the street as a Major Collector. The Circulation Diagram also identifies the street as a 2-lane facility and indicates it is planned to remain a 2-lane facility in the future. The roadway currently carries approximately 1,200 peak hour vehicles in the vicinity of the project site. The posted speed is 35 mph.

20th Avenue is a local 2-lane east-west street with residential frontage and extends approximately 2,000 feet west from Martin Luther King Jr. Blvd to 32nd Street. The roadway is stop sign controlled at Martin Luther King Jr. Blvd. 21st Avenue is a 2-lane east-west street with residential frontage which extends west from Martin Luther King Jr. Blvd and provides an undercrossing of Highway 99 and intersects Franklin Blvd immediately west of Highway 99. 21st Avenue is the only roadway between the 12th Avenue and Fruitridge Road interchanges with Highway 99 which provides circulation to the west side of the highway. The 21st Avenue intersection with Martin Luther King Jr. Blvd is signalized. No left turn channelization is provided on Martin Luther King Jr. Blvd at the intersection.

22nd Avenue is a local 2-lane east-west street with residential frontage and extends approximately 2,000 feet west from Martin Luther King Jr. Blvd and 800 feet to the east where it intersects Mendocino Blvd. The roadway is stop sign controlled at Martin Luther King Jr. Blvd. The east and west side intersection with Martin Luther King Jr. Blvd is offset by approximately 125 feet. Mendocino Blvd is a local 2-lane north-south street with residential frontage and extends south from the south border of the school site to Fruitridge Road and terminates approximately 2,500 feet south of Fruitridge Road.

Pedestrian Facilities

All streets in the vicinity of the school site provide sidewalks. Signal controlled pedestrian crossings are provided at the Martin Luther King Jr. Blvd / 21st Avenue intersection on the north and west sides of the intersection. Oak Ridge Elementary School staff also provides a school crossing guard at the intersection during school arrival and departure periods.

Transit Service

Sacramento Regional Transit (RT) provides bus service within the project area. The project site is approximately 0.95-miles east of the Sacramento Regional Transit District's light rail system. RT Route 67 extends north on Martin Luther King Jr. Blvd from Fruitridge Road and then follows 21st Avenue west to Franklin Blvd. Bus stops are located on 21st Avenue immediately west of Martin Luther King Jr. Blvd and on Martin Luther King Jr. Blvd on the north side of 23rd Avenue. Oak Ridge Elementary School is not served with District school bus service and no future service is currently planned to be provided with the rebuild of the campus.

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The proposed reconstruction of Oak Ridge Elementary School would not adversely affect the school's vehicular, pedestrian, or bicycle access, nor the onsite circulation system. The proposed project would result in an improvement to the access and circulation system. The existing primary campus access point on Martin Luther King Jr. Blvd would be moved south to align with the 21st Avenue signalized intersection, and a new access point would be created for emergency vehicles and pedestrians via Mendocino Boulevard. The Martin Luther Kind Jr. Boulevard access point would lead to a driveway bordering the south boundary of the site which would continue as a loop around the proposed parking lot. This driveway would also provide access to two student drop-off/pick-up zones in front of the administration/multi-purpose building.

A sidewalk and bike lane would be provided on the north side of the Martin Luther King Jr. Boulevard driveway. The sidewalk would continue in front of the campus and loop around the bus drop-off area, ending at the Mendocino Boulevard pedestrian access point. The existing sidewalk along Mendocino Boulevard will connect to the campus's internal sidewalk. The proposed parking lot on the southeast portion of the campus would contain 54 parking stalls including accessible parking spaces. Bike racks would be provided on the school campus to accommodate student and staff members who would ride bicycles to and from the school. The school replacement project would not significantly affect any public transportation facilities or operation

because the proposed project would result in a decrease in capacity, and therefore, a decrease in public transit users.

Because Martin Luther King Jr. Blvd access improvements will need to be approved by the City of Sacramento, a Local Traffic Operational Analysis (LTA) was completed and included in Appendix D which addresses the effects of the project within the context of City General Plan requirements, confirms the adequacy of site access and supports the subsequent preparation of a Traffic Signal Design Concept Report needed for the proposed modifications to the Martin Luther King Jr. Blvd / 21st Avenue intersection traffic signal.

As described in the LTA, the proposed access and school drop-off design is projected to significantly improve conditions at the Martin Luther King Jr. Blvd / 21st Avenue intersection associated with pedestrian activity during both the morning drop-off period and afternoon pick-up loading times. The on-site circulation system, together with the location of the new campus buildings is projected to move school drop-off and pick-up activity from the adjacent street system to the on-site loading area. This is projected to eliminate the majority of school pedestrian crossings at the intersection and improve intersection vehicle delays.

In summary, the proposed project would not adversely affect traffic conditions on the study area street network or internal circulation system, nor would it affect the performance of any transit or non-motorized transportation facilities. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway bicycle, and pedestrian facilities. Therefore, no impact would occur.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

No Impact. Vehicle delays and levels of service (LOS) have historically been used as the basis for determining the significance of traffic impacts as standard practice in California Environmental Quality Act (CEQA) documents. On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analyses as part of CEQA compliance. SB 743 eliminate auto delay, LOS, another similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the California Natural Resources Agency adopted revisions to the CEQA Guidelines on December 28, 2018, to implement SB 743. CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. Under the new Guidelines, metrics related to "vehicle miles traveled" (VMT) were required beginning July 1, 2020, to evaluate the significance of transportation impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The State provided an "opt-in period" and did not require lead agencies to apply for a VMT metric until July 1, 2020. However, in January 2020, State courts stated that under the Public Resources Code Section 21099, subdivision (b)(2), "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA, except for roadway capacity projects.

As stated in the "Technical Advisory on Evaluating Transportation Impact in CEQA" (California Office or Planning and Research, December 2018) and the "Vehicle Miles Traveled – Focused Transportation Impact Study Guide (Caltrans, May 20, 2020), projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact and can be screened from a CEQA VMT analysis because they fall into the small project category.

While the proposed project would not result in an increase in the number of students at the project site, and would result in a reduced student capacity, the traffic associated with these students and staff would be traveling on the area's roadway network regardless of the status of the proposed project. The demand is generated by the number of eligible and age-appropriate students in the area and is not generated by the size of the school's buildings. As there would be no increase in traffic volumes and as the proposed project is well below the CEQA VMT threshold of 110 trips per day, the proposed project can be screened from any further CEQA VMT analysis and would not result in a significant impact relative to VMT.

In addition to the State of California screening methodology, the "Transportation Analysis Guidelines" used by the County of Sacramento state that a project can be screened from requiring a CEQA VMT analysis if the project is a "Local-Serving Public Facilities/Services" type of land use, which includes a public K-12 school. As the proposed project falls into that category, it can be screened from any further VMT analysis.

Therefore, the proposed project would have no VMT impacts. No significant impact would occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

This is also a safety improvement, as it will remove school-age pedestrians and parents from these street crossings.

No Impact. The proposed project would not provide any on- or off-site access or circulation features that would create or increase any design hazards or incompatible uses. Access to the school site for vehicles, bicyclists, and pedestrians would continue to occur via properly designed driveways, sidewalks, and onsite pedestrian pathways. The streets, intersections, driveways, and onsite circulation system are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic on a daily basis. They would continue to be compatible with the design and operation of a school. Additionally, the design of internal drive aisles, access driveways, and other circulation improvements would be required to adhere to the requirements of the Division of the State Architect and the City of Sacramento Fire Department. Compliance with established design standards would ensure that hazards due to design features would not occur and that the placement of the circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site. Furthermore, the proposed improvements to the project's site on-site circulation system are expected to improve safety on-site as it will remove school age pedestrians and parents from these street crossings. As the proposed project would not result in adverse changes to the access or circulation features at the project site or surrounding areas, and would improve access and circulation, no impacts would occur.

3. Environmental Analysis

d) Result in inadequate emergency access?

No Impact. The proposed access and circulation features at the project site, including the driveways, onsite circulation roads, parking lots, and fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. The proposed project would accommodate emergency access to all areas of the campus. Additionally, the design of internal drive aisles, access driveways, and other circulation improvements would be required to adhere to the requirements of the Division of the State Architect and the City of Sacramento Fire Department. Compliance with established design standards would ensure emergency access within the site is adequate. Therefore, no impact would occur.

3.18 TRIBAL CULTURAL RESOURCES

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

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

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

No Impact. The project site contains Oak Ridge Elementary School; the project site is not identified as a state or national historic resource, as indicated in Section 3.5(a), above. Construction of the proposed project would be within the footprint of the project site's boundaries. Therefore, there would be no impacts to historical resources.

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

Less Than Significant Impact with Mitigation Incorporated. As part of the AB 52 process, Native American tribes must submit a written request to the District to be notified of projects within their traditionally and culturally affiliated area. District must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the District within 30 days of receiving this notification if they want to engage in consultation on the project, and the District must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes under these circumstances: 1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resources; 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached; or 3) a tribe does not engage in the consultation process or provide comments.

The District has not been contacted, per AB 52, and the consultation process has not been triggered. However, per District policy, the District sent notification letters to the following tribes on March 22, 2023: Wilton Rancheria, Buena Vista Rancheria, Shingle Springs Band of Miwok Indians, Upper Lake Rancheria, and the United Auburn Indian Community of the Auburn Rancheria.

On March 27, 2023, the Wilton Rancheria Tribe responded stating that the project site falls within the Tribe's ancestral territory, and provided mitigation measures should inadvertent discoveries be made during construction, which have been incorporated in Mitigation Measure TCR-1. The Wilton Rancheria Tribe indicated that they do not have any concerns with the project but would like to discuss the possibility of adding interpretive/education signage to recognize the indigenous history of the area. On April 17, 2023, the Shingle Springs Band of Miwok Indians Tribe responded stating that the Tribe is not aware of any known cultural resources on the site and would like continued updates if during the progress of the project new information or human remains are found; the Tribe did not request consultation.

The project site is not identified as historically significant in a California Register of Historic Resources or meets any of the criteria for listing in the National Register of Historic Places. Although the project site is currently developed, as the proposed project would include ground-disturbing activities, there is a potential to discover previously unidentified subsurface tribal cultural resources. Therefore, Mitigation Measure TCR-1 has been incorporated to reduce impacts to a less than significant level.

Mitigation Measures

TCR-1 Prior to any ground disturbing construction activities, a Wilton Rancheria Native American monitor shall be identified to be on call.

Upon discovery of any tribal cultural resources, construction activities shall cease within 100 feet of the find until the tribal monitor can assess the find and provide recommendations. The evaluation of all tribal cultural resources unearthed by project construction activities shall be

evaluated by the tribal monitor. If the resources are Native American in origin, the tribal monitor shall coordinate with the District regarding treatment of these resources as well as notifying local tribes of the find. Typically, the tribe(s) will request reburial, preservation in place within the landscape, the minimization of handling of the objects, construction monitoring of any further activities, or returning objects to a location within the project area where they will not be subject to future impacts. The District may continue work on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Work in the area(s) of the cultural find may only proceed after all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 52, have been satisfied, as well as with authorization from the District in coordination with the Tribe. If the tribal monitor determines a resource to constitute a "historical resource" or "unique archaeological resource," time and funding sufficient to allow for implementation of avoidance measures or appropriate mitigation must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources.

The project contractor shall implement any measures deemed by the District to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a tribal cultural resource may include tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis for curation, only if specifically requested by the Tribe. The District shall be responsible for ensuring that a public, nonprofit institution with a research interest in the materials, such as the North Central Information Center and California State University, Sacramento Natural History Museums, curate any historic archaeological material that is not Native American in origin if such an institution agrees to accept the material. If no institution accepts the archaeological material, the District shall offer it to a local historical society for educational purposes or retain the material and use it for educational purposes. The Wilton Rancheria contact information is as follows:

> Wilton Rancheria – Cultural Preservation Department
> Tel: 916.683.6000
> cpd@wiltonrancheria-nsn.gov

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project involves the rebuilding of an existing school. The proposed project would result in no change to student capacity. The proposed project would demolish and reconstruct all utilities onsite. Therefore, as utilities would not be expanded or relocated, impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The proposed project is within the Central Valley Regional Water Quality Control Board region. As student capacity at the site would not change, the water needs are expected to remain the same when compared to existing conditions; therefore, the City's water supply is anticipated to be sufficient for the proposed project and impacts would be less than significant.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The City of Sacramento is responsible for the collection of wastewater within the City. The proposed project would result in no change to student capacity; therefore, it is anticipated that the wastewater facilities would continue to have adequate capacity to serve the proposed project. Therefore, impacts would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Waste from the proposed project would be transported to the Sacramento County Landfill at 12701 Kiefer Boulevard in Sloughhouse, California. The Sacramento County Landfill has a maximum daily permitted disposal rate of 10,815 tons per day (CalRecycle 2019). The Landfill has a remaining capacity of 112,900,000 cubic yards and a cease operation date of January 1, 2026 (CalRecycle 2019).

The proposed improvements would not result in an increase in the student or staff populations, and therefore, generation of waste during operational activities would be less than existing conditions. Project impacts on landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste would be generated during construction and operation of the proposed project. The proposed project would comply with all regulations pertaining to solid waste, such as the California Integrated Waste Management Act. The District and its construction contractor would comply with all applicable laws and regulations and make every effort to reuse and/or recycle the construction debris that would otherwise be taken to a landfill. Hazardous waste, such as paint used during construction, would be disposed of only at facilities permitted to receive them in accordance with local, state, and federal regulations. The proposed project would comply with all applicable local, state, and federal statutes and regulations related to solid waste disposal. Therefore, impacts would be less than significant.

3.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surrounding properties during construction and operation. Both the City Fire Marshal and DSA would be required to approve fire access around the site. As part of the DSA process, a Fire and Life Safety Review would be conducted when DSA would review building construction and how occupants can safely exit the buildings in case of a fire. The proposed project would not result in inadequate emergency access, and impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. There are three primary factors used in assessing wildfire hazards—topography, weather, and fuel. The project site is relatively flat and is in a predominantly urbanized environment. The proposed project would not impact weather or topography. At project completion, the site would include pervious and impervious surfaces. According to CAL FIRE, the project site is not within a VHFHSZ (CAL FIRE 2023). Therefore, the project and site conditions would not contribute to an increase in exposure to wildfire risk. By complying with the CBC and CFC, impacts would be less than significant.

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

Less Than Significant Impact. Due to the reconfiguration of buildings onsite, the proposed project would require changes to the connections to utilities such as electricity, water, and sewer. The utilities would be installed to meet service requirements. The construction of infrastructure improvements for the project would not directly fire risk. The project site is currently developed and located in an urbanized portion of the city. Impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The project site is relatively flat. No landslides have been mapped on the site (CDC 2022d). Additionally, the project site is developed with an existing school and is within Zone X as shown in Flood Insurance Rate Map ID #06067C0190H (FEMA 2012). Construction activities related to the proposed project would be subject to compliance with the CBC and would include BMPs. Therefore, with implementation of BMPs and compliance with the CBC, impacts would be less than significant.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. As substantiated in Section 3.4, *Biological Resources*, tree or vegetation removal would be required for the proposed project; therefore, the project could result in direct impacts on special-status wildlife during construction. However, compliance with Mitigation Measures BIO-1 through BIO-2 would ensure that impacts to biological resources do not occur.

As substantiated in Section 3.5, *Cultural Resources*, no historic resources were identified on-site and, therefore, the project site does not have the potential to eliminate important examples of California history or prehistory. Because the property has been previously disturbed, it is not anticipated that unknown tribal cultural resources are present on-site. However, compliance with Mitigation Measure CUL-1 would ensure that impacts to archeological resources do not occur.

As substantiated in Section 3.7, *Geology and Soils*, the proposed project would require limited grading and other ground disturbing construction activities to accommodate the construction of the proposed project and utility requirements. Due to the ground disturbance associated with construction, there is potential that natural landform beneath the site would be encountered during construction and that subsurface resources and/or

paleontological resources would be discovered. However, compliance with Mitigation Measure GEO-1 would ensure that impacts to paleontological resources do not occur.

As substantiated in Section 3.18, *Tribal Cultural Resources*, the project site is not identified as historically significant in a California Register of Historic Resources or meets any of the criteria for listing in the National Register of Historic Places. Although the project site is currently developed, as the proposed project would include ground-disturbing activities, there is a potential to discover previously unidentified subsurface tribal cultural resources. However, compliance with Mitigation Measure TCR-1 would ensure that impacts to tribal cultural resources do not occur.

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

Less Than Significant Impact. The issues relevant to project development are confined to the immediate project site and surrounding area. Additionally, the project site is in an area of the city where supporting utility infrastructure (e.g., water, wastewater, electricity, natural gas, and drainage) and services (e.g., solid waste collection) currently exist. Project implementation would not require the construction of new or expansion of existing utility infrastructure and services.

Furthermore, impacts related to other topical areas, such as air quality, GHG, hydrology and water quality, and traffic, would not be cumulatively considerable with development of the project in conjunction with other cumulative projects. In consideration of the preceding factors, the project's contribution to cumulative impacts would be rendered less than significant; therefore, project impacts would not be cumulatively considerable.

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

Less Than Significant Impact. As discussed in the respective topical sections of this Initial Study, implementation of the proposed project would not result in significant impacts in the areas of GHG, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, or wildfire, which may cause adverse effects on human beings. Therefore, impacts related to these environmental effects were deemed to be less than significant.

3. Environmental Analysis

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