THEORDORE JUDAH ELEMENTARY SCHOOL

NEW CLASSROOM BUILDING

MITIGATED NEGATIVE DECLARATION (MND)

Prepared For:

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
5735 47th Avenue
Sacramento, CA 95824

Prepared By:

Planning Dynamics Group in Association with Fehr and Peers, Transportation Consultants

December 19, 2015

Theodore Judah Elementary School – New Classroom Building

Mitigated Negative Declaration (MND)

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In accordance with the California Environmental Quality Act, the Sacramento City Unified School District (District) has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

	The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
X	Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less-than-significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration (MND)** has thus been prepared.

PUBLIC NOTICE

This Mitigated Negative Declaration (MND) will be circulated for 30 day public review beginning January 7, 2016 and ending February 5, 2016. A copy of the Negative Declaration is available for public review on the District's website (http://www.scusd.edu/ceqa) or at the District Offices. Additional information may be obtained by contacting the District Facilities, Planning and Construction office at 916-643-9233. If you wish to comment on the adequacy of this document under the California Environmental Quality Act (CEQA), please provide your written comments via postal mail regarding the environmental issue by 5:00 p.m. February 5, 2016. Comments may be addressed to:

James C Dobson, Director, Facility Support Services
Sacramento City Unified School District
Serna Center
5735 47th Avenue
Sacramento, CA 95824
916-643-9233 (office)

Sacramento City Unified School District
Theodore Judah Elementary School New Classroom Building
Initial Study and Mitigated Negative Declaration

INTRODUCTION

The purpose of this report is to ensure that the proposed project complies with the environmental review and mitigation requirements of the California Environmental Quality Act or CEQA. The CEQA statues are located in Public Resources Code, Section 21000 et seq. and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The Sacramento City Unified School District (hereinafter District) is the lead agency for this CEQA review

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental document. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less-than-significant effect, a Mitigated Negative Declaration shall be prepared. If the agency determines that even with the incorporation of mitigation measures the project will still result in significant and unavoidable impacts, then an Environmental Impact Report (EIR) shall be prepared a to analyze the project at hand.

The purpose of CEQA is to identify, disclose and to the extent feasible mitigate any significant physical environmental effects of a proposed project. CEQA focuses on physical environmental effects and does not generally review social or economic effects unless such effects result in a physical environmental impact. Section 21060.5 of the CEQA Statutes defines "Environment" as the "physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance."

BACKGROUND

Theodore Judah Elementary School is located at 3919 McKinley Boulevard in the East Sacramento community. Figure 1 shows the general location of the school. The school was initially established in 1927, as a one room school house and as such, is oldest continually operating school in the District. Between 1937 and 1938 the main school building was constructed under the federal Public Works Act (PWA). This main building still stands today and serves as the administration building with some classrooms. Over time, changes in enrollment have resulted in the expansion of the school through two additions and more recently the use of portable classrooms. Portable classrooms are currently

located in the center of the school site and along the western fence line of the site. Existing portables to be removed to accommodate the proposed new building are shown on Figure 2.

In the past 3 years, the District has instituted a number of changes which has affected enrollment at the school. First, the District instituted both morning and afternoon kindergarten classes. Secondly, the District transferred a portion of the Central City students from Washington Elementary School to Theodore Judah Elementary School in 2013[1]. Thus, with two kindergarten programs scheduled, more students are staying at Theodore Judah Elementary School and moving up the grade levels. Based on the projected enrollment by grade level over the next several years, the District estimates that six (6) new classrooms will be needed to properly accommodate students at the reduced classroom sizes established by the District.

The District has considered several options for accommodating an additional 6 classrooms. As an older school site, the site is landlocked by existing homes or roadways on all size and therefore, all new facilities must be accommodated on the existing site. Additionally, the original school building is listed the federal, state and local historic registries, and an objective of the project is to avoid substantial modification of the original school building. Thus the District reviewed the most feasible options which utilize the least space (i.e. leave adequate open space for play areas) and result in the least disruption of existing facilities.

PROJECT LOCATION

The proposed project is located on the campus of the Theodore Judah Elementary School in the East Sacramento community of the City of Sacramento. The site address is 3919 McKinley Boulevard. The proposed project would be located in the center of the school site, and generally not visible from the street. McKinley Boulevard is located to the south of the parcel and the main historic portion of the school site fronts on this boulevard. To the east of the site, existing single family homes which front onto San Antonio Way are located. The northern perimeter of the site is bounded by 36th Way. To the west of the site are single family homes which front on 39th Street.

PROPOSED PROJECT ELEMENTS

The District proposes to remove three (3) older portable classrooms and add a 2-story building housing nine (9) classrooms to the Theodore Judah Elementary site. The proposed location of the new two- story classrooms will be as shown on Figure 2 and will occupy a slightly larger footprint as the three single story portables to be removed. Once completed, the net increase will be 6 classrooms to the site.

To accommodate the new classrooms on site, the District proposes to construct a new 12,000 sq. ft. two-story stick-built building with nine (9) classrooms, restrooms and an elevator. The building will be located in the approximate area as indicated in Figure 2 where the proposed older portable buildings are currently located.

Interim Classrooms: In order to meet the school year schedule, it may be necessary to provide temporary classrooms while the two-story classrooms are being placed and constructed. Thus, as a temporary solution, the District proposes moving three (3) portables to the north side of the school

[1] On August 6, 2015 the Board of Education voted to reopen Washington Elementary School.

property on the existing hardscape (Figure 2). One portable building is currently located in this location which will remain as part of the interim classroom arrangement.

Characteristics of the Proposed New Building: The site plan and footprint of the proposed classroom building is shown on Figure 3. Figure 4 is an architectural rendering of the proposed building. Front and side elevations of the project are shown on Figures 5 and 6.

The proposed building will provide an additional 12,000 sf of space (9,120 sf. of net space if the portables to be removed are counted) including nine classrooms, restrooms for both boys and girls and a staff restroom, and elevator. Five (5) of the classrooms will be located on the second floor and four (4) on the first floor. Restrooms are also located on the first floor. See Figures 7 and 8 for floor plans.

Play Equipment: Currently the school site has two play lots. One smaller play lot is located to the south of the building site and one is located to the west of the building site. The play lot located to the south will be removed by the project and the play lot to the west will be expanded with new upgraded play equipment.

Figures depicting the project location and project elements follow.

FIGURE 1: PROJECT LOCATION - 3919 MC KINLEY BOULEVARD, EAST SACRAMENTO

FIGURE 2: LOCATION OF NEW CLASSROOM SITE AND TEMPORARY CONSTRUCTION PERIOD PORTABLES

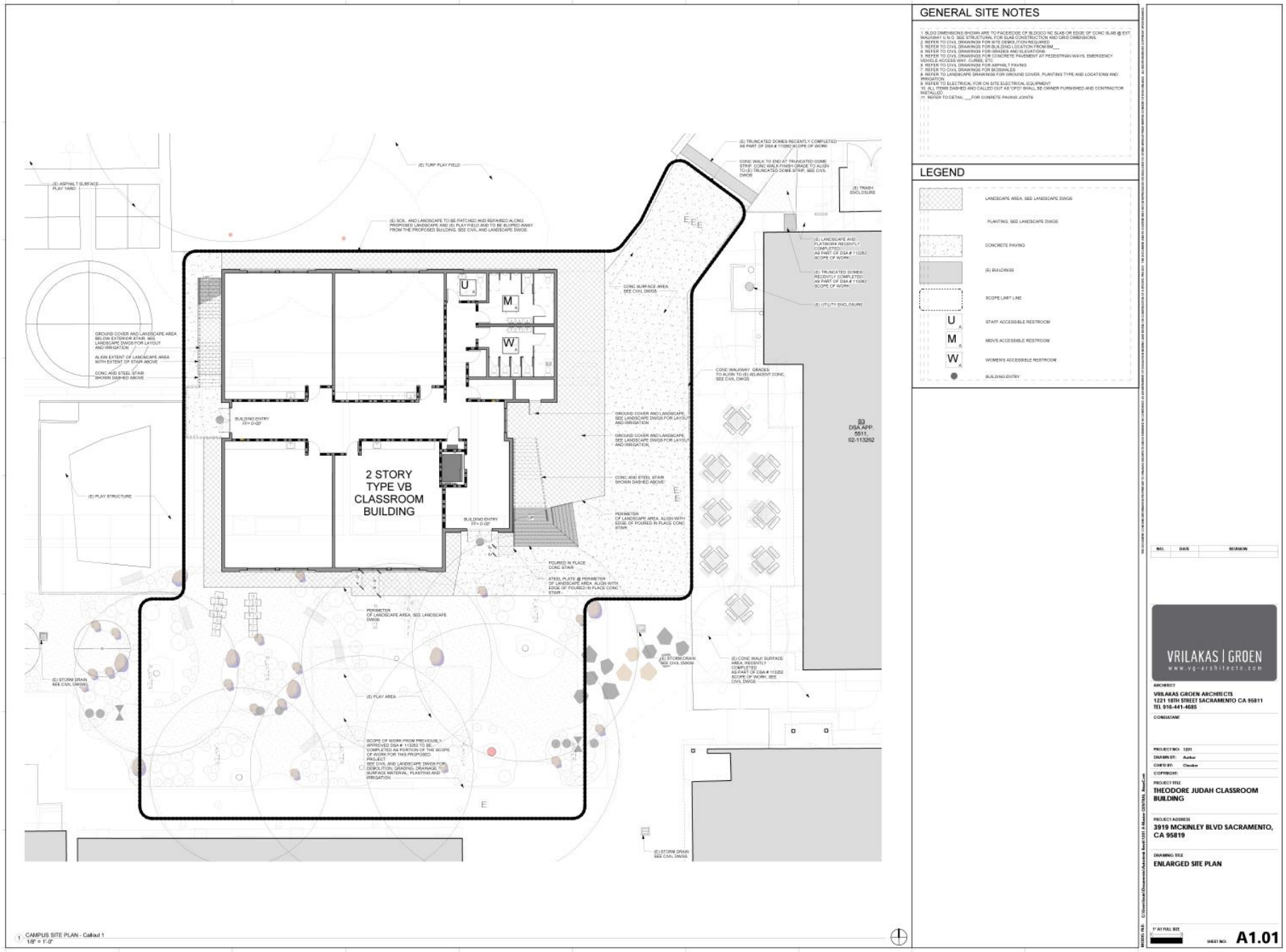


FIGURE 3: SITE PLAN OF PROPOSED CLASSROOM BUILDING

FIGURE 4: RENDERING OF PROPOSED CLASSROOM BUILDING

FIGURE 5: FRONT AND REAR BUILDING ELEVATIONS

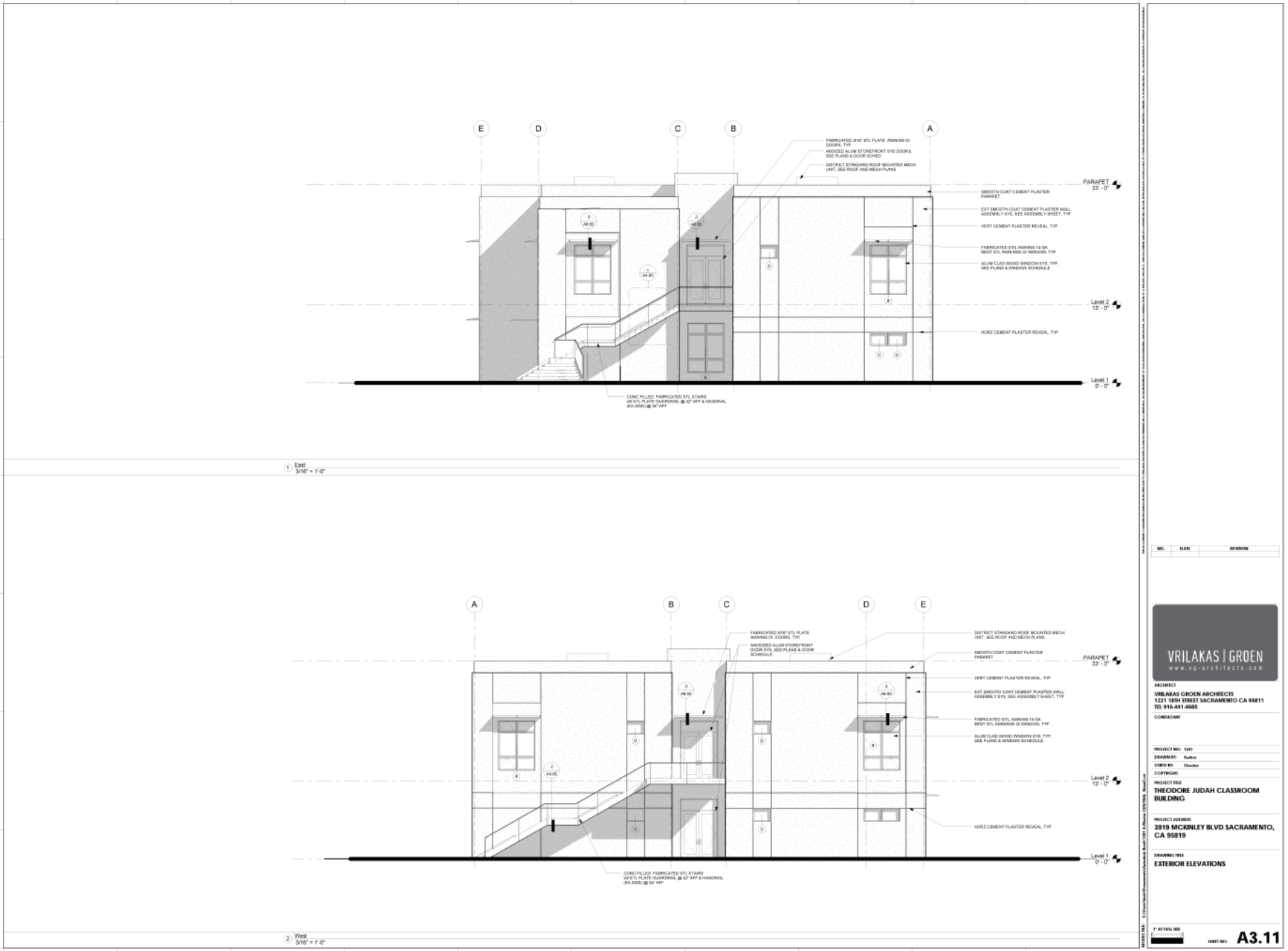


FIGURE 6: SIDE OF BUILDING ELEVATIONS

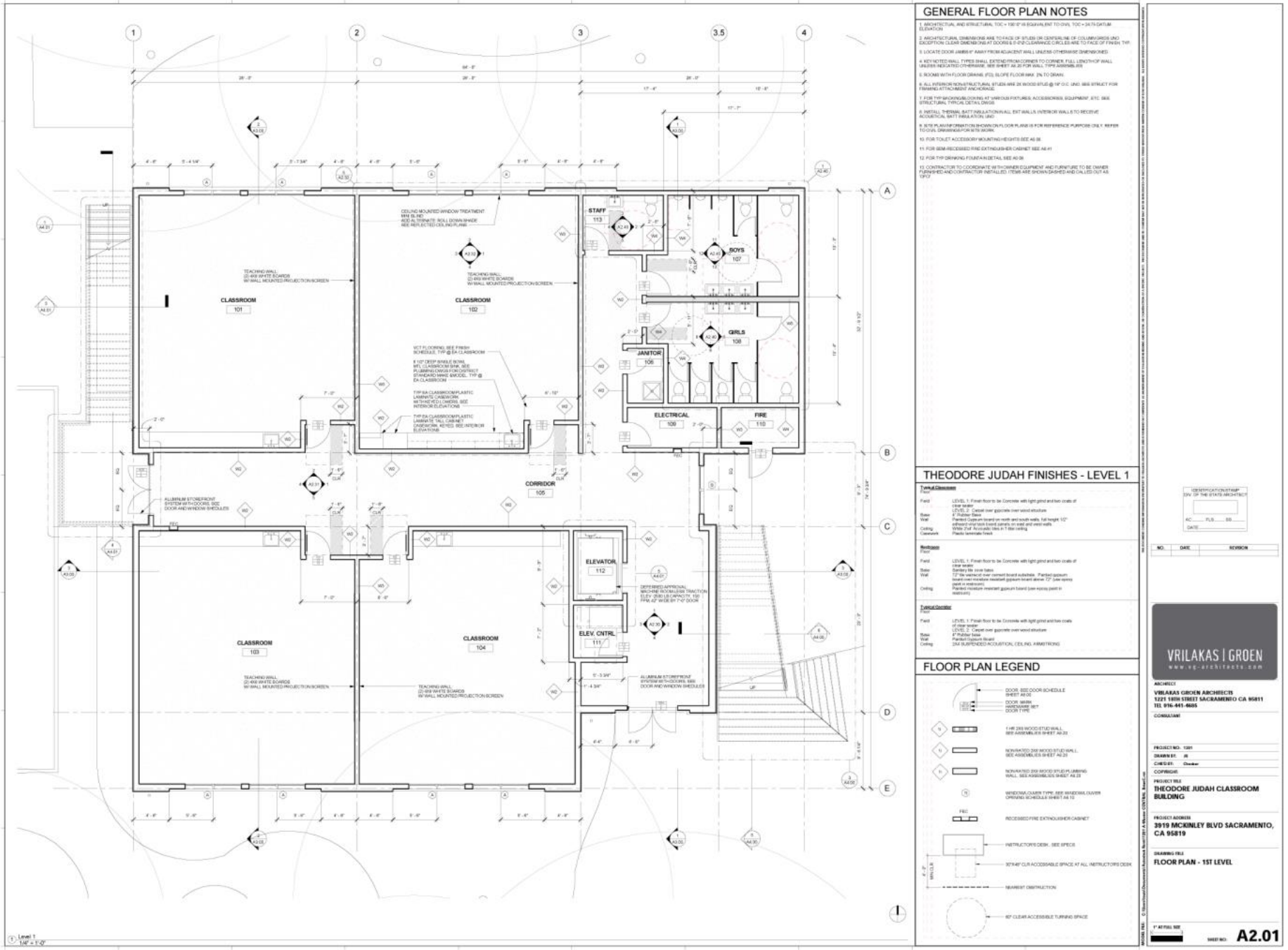


FIGURE 7: FLOOR PLAN – FIRST FLOOR

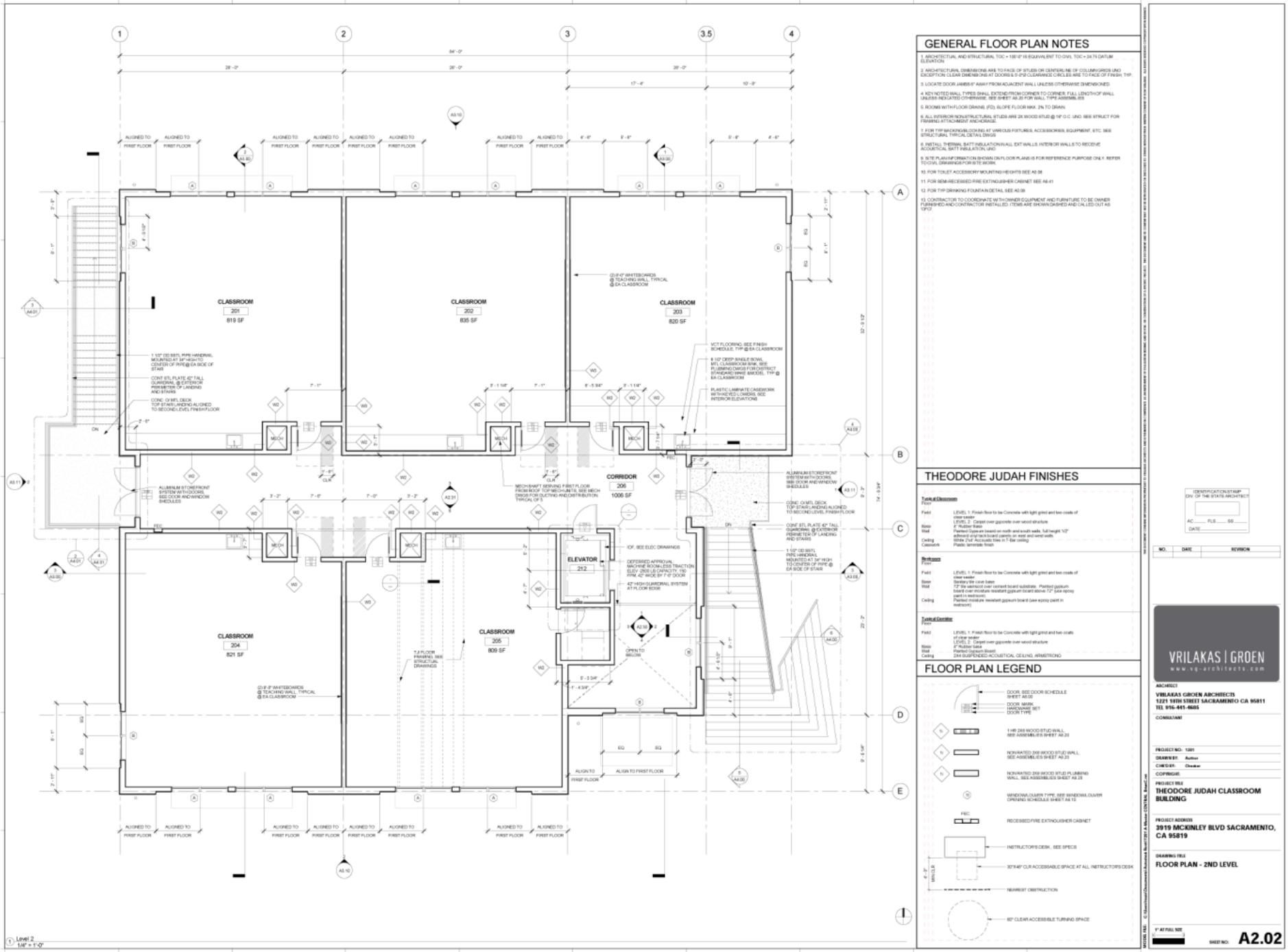


FIGURE 8: FLOOR PLAN – SECOND FLOOR

ENVIRONMENTAL SCREENING CEQA CHECKLIST (INITIAL STUDY)

Attachment 1 is the Environmental Screening Checklist and narrative. This checklist is based on Appendix G of the State CEQA Guidelines as amended. For this review, the Standards of Significance are derived from either CEQA Appendix G or where applicable the City of Sacramento General Plan which is the jurisdiction in which the project is located. The Environmental Checklist and Screening was completed using best available information.

CLASSIFICATIONS OF SIGNIFICANCE OF AN IMPACT USED IN THE CHECKLIST

For each impact area, CEQA Appendix G Checklist of items is used as appropriate. Based on best available information an assessment of the significance of the impact is made in this report. The significance of impacts is categorized as follows:

"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 generally required unless mitigation measures are available to reduce the impact.

"Less-than-significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact" to a "Less-than-significant Impact."

“Less-than-significant Impact” applies where the project’s impacts are insubstantial and do not require any mitigation to reduce impacts.

“No Impact” applies to issue areas which do not affect the project or/or the project does not affect.

MITIGATION MEASURES APPLIED TO THE PROJECT TO REDUCE IMPACTS

MITIGATION MEASURE AIR 1: Reduce construction period dust during construction period by the following procedures to be adhered to by the construction contractor(s) in accordance with Air District Rule 403:

a. 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.
b. 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.
c. Use wet power vacuum street sweepers to remove any visible track out of mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
d. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
e. 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.
f. Minimize idling time either by shutting equipment off when not in use or

reducing the time of idling to 5 minutes [required by 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.

g. The District shall ensure these measures are included in the construction specifications.

MITIGATION MEASURE BIOLOGY 1: Prior to approval of final construction plans, the District and project architect shall consult with the City of Sacramento Department of Utilities (Urban Forest) and request a review of trees to be removed or trimmed on the project site. Based on consultation with the City's Urban Forest Division, the District shall apply for any necessary Tree Removal permits and shall include any tree protection requirements to protect trees to be preserved from construction activities. Any trimming required to make access for construction of trees to be preserved to shall be performed by a certified arborist.

MITIGATION MEASURE BIOLOGY 2: The removal of trees or trimming of trees necessary for the project construction will be conducted to avoid the migratory bird nesting season (February 15–September 1) to the extent possible. If construction occurs during the nest season, a qualified biologist will conduct preconstruction tree surveys of the trees to be removed. If any occupied nests are detected the tree will be flagged and that area will be avoided until the qualified biologist has determined the nest is no longer occupied/active. Once the biologist has determined that young have fledged and the nest is no longer active, the flagged tree can be removed.

MITIGATION MEASURE CULTURAL 1: If buried cultural or paleontological resources, such as chipped or ground stone, historic debris, building foundations or fossils, are discovered during ground disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the District. If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants will be notified and recommendations for treatment solicited (14 CCR 15064.5; California Health and Safety Code 7050.5; PRC 5097.94 and 5097.98).

MITIGATION MEASURE NOISE 1: The District shall ensure implementation of the following measures.

a. The Improvement Plans and Specifications shall include the following language: "Construction noise emanating from any construction activities for which a Grading or Building Permit shall occur in compliance with the City of Sacramento's Noise Ordinance which restricts the hours when construction generated noise activities may take place.
b. All project construction equipment with internal combustion engines shall be fitted with manufacturer's mufflers or the equivalent and be maintained in good working order.
c. Construction staging areas shall be located as far as practical from the nearest residences and classrooms.

SOURCES CONSULTED AND INCORPORATED BY REFERENCE

- City of Sacramento *General Plan 2030*, City of Sacramento, March 2009 Sacramento, CA.
- City of Sacramento General Plan 2030, Draft and Final Master Environmental Impact Report, March 2009. Sacramento, CA.
- City of Sacramento General Plan, Technical Background Reports, March 2009. Sacramento, CA.
- City of Sacramento *Register of Historical and Cultural Resources*, City of Sacramento, 2005. Sacramento, CA.
- City of Sacramento. *Zoning Ordinance*, Chapter 17.28.30. City of Sacramento, CA.
- 2*010 Sacramento City/County Bikeway Master Plan DEIR*, Sacramento, CA, 2005. Sacramento, CA.
- County of Sacramento *General Plan, 2005-2030*, adopted by the Board of Supervisors Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Final Environmental Impact Report for the County of Sacramento General Plan, 2005-2030, certified November 9, 2011. Sacramento, CA.
- Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento Count*y, December 2009 as revised June 2015, Sacramento, CA.
- California Governor's Office of Planning and Research. 2003. *Guidelines for the Preparation and Content of the Noise Element of the General Plan*.

TECHNICAL APPENDICES TO THIS DOCUMENT (SEPARATE COVER)

APPENDIX A: Air Quality

- CalEEMod Air Quality Model Results for the Project.

APPENDIX B: Transportation

- *Traffic Impact Study Theodore Judah Elementary School Classroom Expansion Project*, prepared for the Sacramento City Unified School District, prepared by Fehr and Peers, November 2015.

Attachment 1:

CEQA CHECKLIST

I. AESTHETICS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

ENVIRONMENTAL SETTING

The proposed project is located in East Sacramento, one of Sacramento's older neighborhoods. East Sacramento includes a mix of Victorian, Craftsman and other architectural styles from the late 1800's through the 1940's. The terrain of the neighborhood is relatively flat with no significant topographic heights which would create viewpoints. Mature trees line the streets of the area which provide canopied views along street corridors.

The school site is located in an area which is referred to as the McKinley Park neighborhood in recognition of the central park in the area. McKinley Park is located approximately 0.5 miles from the school site, but is not visible from the site. Other significant visual features in the area include the American River Parkway located approximately 0.67 miles to the northeast of the site. The river and Parkway are not visible from the site due to the tree canopy and the levees surrounding the river.

The original Theodore Judah School building (circa 1937-1939) faces McKinley Boulevard. The rear façade of the original building is not visible from the northern perimeter of the school property at 36th Way due to the presence of mature trees on the site and existing buildings on the site.

To the west and east of the site are existing single family dwelling units. Those units with 2 stories may have some views of the school and facilities.

The proposal would add a 2 story classroom facility in the center of the site. The proposed structure would be approximately 33 feet high including the parapet. This height is comparable

to the height of the main historic building two story portion. The new building would have tall windows mirroring the style of the original building. Figure 4 (preceding) shows a schematic of the proposed building.

The City of Sacramento has designated several areas within the City as Design Review Districts under which new development or modifications of existing buildings are subject to special design review under adopted design guidelines. There are fourteen (14) design review districts: Alhambra Corridor Special Planning District (SPD), Broadway/Stockton SPD, Campus Commons Design Review District (DRD), Central Business District, Central City DRD, Del Paso Heights DRD, Expanded North Area DRD, North Sacramento DRD, Northgate Boulevard SPD and Expanded DRD, Oak Park DRD, R Street Corridor SPD, Railyards SPD, Richards Boulevard SPD, and Strawberry Manor DRD. The proposed project does not fall within a designated design review district.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

ASSESSMENT AND FINDINGS

I a) Views, Vistas and Visual Resources

Significant scenic resources in the Sacramento Area include the major rivers and parkways such as the American River Parkway and unimproved creek corridors, parks and significant view corridors of the State Capitol as governed by the adopted Capitol View Ordinance. An impact to a visual resource would result if the project obscured a significant public view or vista or introduced incompatible uses which would degrade the scenic quality of the visual resource. The proposed project will not block any views of the American River Corridor, or views of significant parks such as McKinley Park. Because of the level terrain and mature tree canopy, the American River and McKinley Park are not visible from the school site. The addition of the proposed two-story building will therefore, not block any existing views of these scenic resources. Views of the original Theodore Judah School Building circa 1937-1939 from McKinley Boulevard would not be affected by the project since the proposed building is located behind the existing historic building in the central part of the school campus. Existing views from 36th Street to the back of the original building similarly would not be significantly affected by the project since views from 36th Street are currently obscured by existing buildings and trees on the site. The proposed project is not located within the sight distance of the State Capitol or within the boundaries of the Capitol View Protection Ordinance. Therefore, there are no designated view corridors or vistas which would be significantly adversely affected by proposed actions.

I b) Visual Character

The proposed project site does not fall within as design review district designated by the City of

Sacramento. From a visual character perspective, the proposed building is of similar height and massing as the original school structures on the site and to the extent possible, fenestration includes tall windows somewhat similar to the windows of the McKinley Boulevard façade of the main Theodore Judah School building. The proposed structure does not significantly alter views of the campus. Nor will the proposed project significantly alter the general design and footprint of the school campus in that the structure will replace 3 older portable units. Impacts to visual character are less-than-significant.

I c) Scenic Resources

All designated Scenic Highways in the County are located outside of the Sacramento City School District Boundaries and are remote from the proposed site. Scenic Highways in Sacramento County include Garden Highway, the southern portion of Route 160 River Road located generally to the south of the Town of Freeport, and Isleton Road. There are no unusual rock outcroppings on or near the school site. Therefore, it no impact to scenic resources is anticipated.

I d) Light and Glare

The proposed project does not include any new lighting. The new building includes windows with low reflectivity to reduce glare. As such, impacts related to light and glare are expected to be less-than-significant.

CONCLUSION

The action would not significantly impact visual quality or scenic resources.

II. AGRICULTURAL AND FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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

ENVIRONMENTAL SETTING

The California Farmland Mapping and Monitoring Program (CFMMP) of the California Resources Agency is used to identify, map and monitor important agricultural lands in the State. For purposes of CEQA, the California Department of Conservation Farmland Monitoring and Mapping Program (FMMP) is typically used to identify the agricultural value of the land. The categories used in FMMP are briefly described in Table 1. There are relatively few areas within developed areas of the Sacramento County which are identified by CFMMP as areas of Prime, Unique or Important Farmlands by the FMMP.

TABLE 1: CALIFORNIA FARMLAND MONITORING AND MAPPING PROGRAM DESIGNATIONS

P Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime farmlands must have been in production of irrigated crops at some time during the update cycles prior to the mapping date.	**G Grazing Lands**: This is land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. The minimum mapping unit is 40 acres.
S Farmland of Statewide Importance: Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture. Lands of Statewide Importance must have been in production of irrigated crops at some time during the update cycles prior to the mapping date.	**D Urban and Built-up Lands:** This includes lands used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures and other development purposes. The building density for residential must be at least 1 structure per 1.5 acres. Vacant non-agricultural land surrounded by all sides by urban development and which is less than 40 acres in size is considered urban and built-up land.
U Unique Farmland: This is land of lesser quality soils used for the production of specific high economic value crops (as listed in the California Department of Food and Agriculture *California Agriculture* publication) at some time during the update cycles prior to the mapping date. Examples of Unique Farmlands include oranges, olives, avocados, rice, grapes, and cut flowers.	**X Other Land:** This includes lands such as rural development which is less than 1 structure per 1.5 acres; brush, timberlands, wetlands and other lands not suitable for livestock grazing; vacant nonagricultural lands greater than 40 acres in size and surrounded on all sides by urban development, strip mines, borrow pits, large bodies of water over 40 acres, and other rural land uses.
L Farmland of Local Importance: These are farmlands of importance to the local agricultural economy as determined by each County=s board of supervisors and local advisory committees	

ASSESSMENT AND FINDINGS

II a) Prime Agricultural Lands

There are no lands designated as Prime Farmlands and Farmlands of Statewide Importance shown of the CFMMP map in the vicinity of the Theodore Judah Elementary School. The site is designated "Urban and Built-Up Lands" on the CFMMP map. As such, the proposed project is estimated to have a *no impact* on Prime Farmlands and Farmlands of Statewide Importance.

II b) Agricultural Zoning and the Williamson Act

There are no Williamson Act contracts located in the vicinity of the school site (Figure 2, Williamson Act Contract of the County of Sacramento General Plan Agricultural Element, adopted as amended November 9, 2011). Additionally, the site is not designated by zoning or the City of Sacramento General agriculture. Therefore, the project will have no impact related to conversion of lands designated under the Williamson Act or zoned for agriculture.

II c) Conflict with Farmland or Forestry Zoning

The site is not located on or adjacent to active farmlands or any lands designated for agriculture on the General Plan or by zoning. The proposed actions will not convert any existing cultivated farmlands to other uses. Therefore, the project has no impact and will not cause the conversion of farmlands.

II d) Result in Conversion of Forest Lands to Other Uses

The site is not located on or adjacent to 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)). Therefore, the project will not result in the conversion of forest lands to other uses.

II e) Other Environmental Impacts to Agricultural Lands or Forestry Lands

The proposed project is not located in the vicinity of either farmlands or forestry lands and as such no other impacts to such lands are expected from the project.

CONCLUSION

The action would not impact agricultural resources or forestry lands.

III. AIR QUALITY Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

ENVIRONMENTAL AND REGULATORY SETTING

The project site lies within the urbanized area of Sacramento in the Sacramento Valley Air Basin (SVAB), and is subject to federal, state, and local air quality regulations. Both federal and State Ambient Air Quality Standards (AAQS) have been established for criteria air pollutants, with the California AAQS (CAAQS) being more stringent than federal AAQS. While federal and State standards are set to protect public health, adverse health effects still result from air pollution. The project site is located within the SVAB; the SVAB is designated as nonattainment for federal and state ozone (O3) standards. In 2015, the Sacramento County portion of the SVAB was designated federal attainment area for PM10 (24 hour) by the U.S. EPA. The area remains non-attainment or unclassified for PM10 and PM2.5 under the State of California air quality standards. Thus, for Sacramento County, the criteria pollutants of greatest concern are ozone precursors which include reactive organic gases and nitrogen oxides. Particulate matter is also of concern under the more stringent State of California standards.

Ozone

The concentration of ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but forms through a complex series of chemical reactions between two directly emitted ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NOx). These reactions occur over time in the presence of sunlight. The principal sources of the ozone precursors (ROG and NOx) are the combustion of fuels and the evaporation of solvents, paints, and fuels. As a cumulative result of Sacramento regional development patterns, however, motor vehicles produce the majority of ozone precursor emissions. In fact, over 70% of the NOx produced in the region is from motor vehicles. Recognizing the health impacts of day-long ozone exposure, the EPA promulgated an 8-hour standard for ozone in 1997 as a successor to the 1-hour standard.

Particulates

Airborne dust contains fine particulate matter (PM10 and PM 2.5) includes a wide range of solid or liquid particles, such as smoke, dust, aerosols and metallic oxides. PM10 (particles with aerodynamic diameters less than 10 microns) can remain in the atmosphere for up to seven days before it is removed from rainout, washout, and gravitational settling. The level of fine particulate matter in the air is a public health concern because PM10 can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM10 concentrations and increased mortality rates. Elevated PM10 concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma. As noted above, Sacramento County was recently (2015) designated an attainment area for PM10 24 hour standard. The area however, does not meet state air quality particulate standards.

Carbon Monoxide (CO)

CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicle emissions are the dominant source of CO in the Sacramento region. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can cause dizziness, headaches, unconsciousness, and even death. CO can also aggravate cardiovascular disease. CO emissions and ambient concentrations have decreased significantly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicles and motor vehicle fuels. The Sacramento region has attained the State and federal CO standard. The records from the region's monitoring stations show that the CO standard has not been exceeded since 1999.

STANDARDS OF SIGNIFICANCE

In accordance with the Sacramento Metropolitan Air Quality Management District's Guide to Air Quality Assessments in Sacramento County, December 2009 as revised June 2015, a project is considered to have a significant air quality impact if any of the following quantitative conditions occur:

a. Ozone: The project will increase nitrogen oxide (NOx) levels above 85 pounds per day for short term construction effects and/or the project increases either ozone precursors, nitrogen oxides (NOx) or reactive organic gases (ROG) above 65 pounds

per day for long-term effects (operation of the project).

b. Particulate Matter (PM10): The project will increase 80 pounds per day despite employment of all best available management practices during either construction period or operational phases.
c. Particulate Matter (PM2.5): The project will increase 82 pounds per day despite employment of all best available management practices during either construction period or operational phases.

The SMAQMD CEQA Guide includes both operational and construction period screening tables to determine if a proposed project is anticipated to exceed any of the above thresholds. For operational impacts, the CEQA Guide generally considers that the following school uses would not result in significant operational impacts:

- Elementary school with less than 3,275 students
- Junior high school with less than 2,500 students
- High school with less than 2,050 students

ASSESSMENT AND FINDINGS

III. a) and b) Air Quality Standards

Long Term Operational Emissions. Long term emissions relate to air quality emissions from the operation of a project. The amount of operational emissions that result from a project such as a school is largely based on the number of new vehicle trips resulting. In this case, the proposed project may result in minor increases in vehicle trips to the school site as a result of the addition of 6 new classrooms. Relative to the overall air basin, the net effect of neighborhood level changes in vehicle patterns is not expected to be significant on a project or cumulative basis. As noted above, the SMAQMD CEQA Guide includes operational screening tables to determine if a proposed project is anticipated to exceed any of the air quality thresholds. The 2014/15 student enrollment at Theodore Judah Elementary School was 602 students. With the addition of 6 new classrooms (assuming each classroom has a maximum of 30 students) a net increase in enrollment of 180 students could result. Total enrollment in a worst case scenario would then be 782 students which would be an enrollment significantly below the SMAQMD's screening criteria of 3,275 elementary students.

Short Term, Construction Period Emissions. Short term construction period impacts include the emissions related to construction workers accessing the site, emissions related to construction equipment and grading and emissions related to the application of architectural coatings. Screening criteria used by the SMAQMD to identify projects which may have less than significant construction period impacts include projects that are 35 acres or less in size generally will not exceed the District's construction NOx threshold of significance and which generally do not:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;

- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); and
- Require import or export of soil materials that will require a considerable amount of haul truck activity.

The proposed project generally meets these screening criteria, none-the-less the California Emissions Estimator Model (CalEEM) was used to confirm this. The model assumed the construction of an 12,000 square foot classroom facility and the disturbance of 0.25 acre site. The CalEEM construction period emissions for the project (Appendix A) are all substantially below the threshold of significance. However, in accordance with Air District Rule 403, the District is required to comply with the following construction period dust control practices:

MITIGATION MEASURE AIR 1: Reduce construction period dust during construction period by the following procedures to be adhered to by the construction contractor(s) in accordance with Air District Rule 403:

a. 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.
b. 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.
c. Use wet power vacuum street sweepers to remove any visible track out of mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
d. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
e. 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.
f. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by 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.
g. The District shall ensure these measures are included in the construction specifications.

III. c) Cumulative Air Quality Impacts

Since the proposed project does not exceed SMAQMD thresholds of significance it is not anticipated that any minor air quality impacts would be cumulatively considerable.

III. d) Exposure to Substantial Pollutant Concentrations

Because the proposed action does not exceed any of the threshold criteria established by SMAQMD, it is not anticipated that would be a change in substantial pollutant concentrations.

III. e) Odors

The proposed project does not include any activities such that would result in objectionable odors. As such, no odor impacts are anticipated.

CONCLUSION

The proposed action does not exceed any of the SMAQMD's thresholds for significance. With the incorporation of Mitigation Measure Air 1, dust control practices will be employed to reduce particulates in accordance with SMAQMD's Rule 403. With employment of this mitigation measure, air quality impacts are less-than-significant.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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 Game 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 Game or U.S. Fish and Wildlife Service?			**X**	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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**	

ENVIRONMENTAL SETTING

Theodore Judah Elementary School is located in the City of Sacramento which is part of the Sacramento Valley bio-region of California, a low-lying area, subject to flooding from a variety of rivers that traverse the valley.

Vegetative Communities and Habitats. The project site is located in urbanized and developed areas of the City of Sacramento which generally include ornamental or ruderal habitats. Ornamental landscaping consists of areas supporting introduced or non-native trees, shrubs, flowers, and turf grass. Ornamental landscaping occurs in green belts, parks, and horticultural plantings. Typical species include London Plane tree, European hackberry, ginkgo, sweetgum, gum trees, pepper trees, Canary Island date palm and Mexican fan palm. Despite their highly-manicured and intensively-maintained appearance, urban landscapes offer local wildlife populations a surprising variety of habitat types for exploiting food, nesting, and cover resources. Wildlife species observed throughout ornamental landscaped areas included, raccoon, black tailed hare, opossum, Anna's humming bird, northern flicker, dark- eyed junco, mallard, wood duck, great blue heron, Canada goose, American robin, and western scrub jay, red-tailed hawk, and red-shouldered hawk.

To the north and east of the project site is the American River Parkway (approximately three quarters of a mile) from the site. This includes both open ruderal habitats and some riparian vegetation. Ruderal habitats are characterized by plant species adapted to continued disturbance (e.g., mowing, spraying, grading) and are largely composed of non-native annuals that have displaced the more conservative, native perennial species. Non-native species typically observed within these areas include common sow-thistle, white sweet clover, rip-gut brome, wild oat, Bermuda grass, foxtail fescue, Italian rye- grass, wild radish, bur-clover, common plantain, milk thistle, common groundsel, cudweed, filaree, spring vetch, common knotweed, prickly lettuce, red clover, shepherd's purse and bull thistle. Native species observed included fiddleneck, fireweed, horseweed, miniature lupine, and toad-rush. Although not as ecologically diverse as other habitat types, many wildlife species use ruderal communities for all or part of their life cycle. Mammals typically found in these communities include Botta's pocket gopher, California vole, black-tailed hare, California ground squirrel, and western harvest mouse. These rodent populations provide prey for mammalian predators, such as coyote, and avian predators such as American kestrel, red-tailed hawk, barn owl, and great horned owl. Additional species found in this habitat type include killdeer, American crow, mourning dove, savannah sparrow, western meadowlark, gopher snake and striped skunk.

Sensitive Biological Resource Areas. The riparian corridor of the American River Parkway is the closest sensitive biological area. The American River is located more than 0.75 miles away from the proposed school site.

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species

of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, special-status has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to CDFW; or
- Plants or animals that meet the definition of rare or endangered under CEQA.

In addition, the City of Sacramento removal of certain trees is governed by the City of Sacramento's Heritage Tree Ordinance. This ordinance (Sacramento City Code Title 12, Chapter 12.64 Heritage Trees) protects the following trees:

1. Any tree of any species with a trunk with a circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
2. Any native Oak (Quercus sp.), California buckeye (Aesculus californica) or California sycamore (Platanus racemosa), having a circumference of 36 inches of greater when a single trunk or a cumulative circumference of 36 inches or greater when a multi-trunk which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
3. Any tree with a 36 inch in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the water course to thirty (30) feet beyond the high water line.
4. Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit.

Where tree removal cannot be avoided, the project shall replace removed trees or provide suitable mitigation.

ASSESSMENT AND FINDINGS

IV a) Special-Status Species

Special-status species are plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. The City of Sacramento General Plan Master Environmental Impact Report (MEIR, March 2009) and the County of Sacramento General Plan (2011) EIR provides a map of known sensitive habitat areas

which support special status species. The proposed project site is located in a developed and urbanized area and is not directly adjacent to any identified areas which support sensitive species. Since there are no major modifications proposed as part of the project which would physically disrupt or harm known special status species or known habitat, the project is judged to have no impact.

IV b) Riparian Habitat or other Sensitive Natural Communities

The proposed site is located in developed and urbanized areas and is not within or adjacent to riparian woodlands or sensitive natural communities as identified in the City of Sacramento 2030 General Plan Master EIR, or the County of Sacramento General Plan (2011). The nearest riparian habitat is located along the American River Parkway more than a half mile from the site. As such, it is not anticipated that the project will directly or indirectly impact riparian habitat or other sensitive habitats. No impact.

IV c) Jurisdictional Waters and Wetlands

The proposed site is located in developed and urbanized areas and is not within or adjacent to wetland areas identified in the City of Sacramento 2030 General Plan Master EIR, or the County of Sacramento General Plan (2011). Development of the proposed classroom building within the campus of an existing developed school site is not anticipated to have any direct or indirect effect of jurisdictional waters or wetlands.

IV. d) Native Resident or Migratory Fish or Nursery Sites

Fisheries are by nature located in and along waterways. The proposed site is not located on or immediately adjacent to a waterway. The nearest waterway with resident or migratory fish or nursery sites is the American River located approximately 0.75 miles from the site and the project does not directly or indirectly affect any nursery sites. Impacts are less-than-significant.

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

The proposed project would result in the removal of approximately two (2) trees, located to the south of the portables to be removed to accommodate the new proposed buildings. The two trees are sycamores and may qualify as heritage trees under the City of Sacramento's Heritage Tree Ordinance (City Municipal Code Chapter 12.64) which includes sycamores (Platanus racemosa), having a circumference of 36 inches of greater. These trees are currently surrounded by asphalt and in varying condition. Other trees may require trimming during construction. In order to ensure that the project is consistent with the requirements of the City's Heritage Tree Permit, the following mitigation measure is required:

> **MITIGATION MEASURE BIOLOGY 1:** Prior to approval of final construction plans, the District and project architect shall consult with the City of Sacramento Department of Utilities (Urban Forest) and request a review of trees to be removed or trimmed on the project site. Based on consultation with the City's Urban Forest Division, the District shall apply for any necessary Tree Removal permits and shall include any tree protection requirements to protect trees to be preserved from construction activities. Any trimming required to make access for construction of trees to be preserved to shall be performed

by a certified arborist.

Removal of trees may also affect nesting birds protected by the federal Migratory Bird Treaty. To reduce any potential impacts to nesting migratory birds to a less-than-significant level, the following mitigation measure is required.

> **MITIGATION MEASURE BIOLOGY 2:** The removal of trees or trimming of trees necessary for the project construction will be conducted to avoid the migratory bird nesting season (February 15–September 1) to the extent possible. If construction occurs during the nest season, a qualified biologist will conduct preconstruction tree surveys of the trees to be removed. If any occupied nests are detected the tree will be flagged and that area will be avoided until the qualified biologist has determined the nest is no longer occupied/active. Once the biologist has determined that young have fledged and the nest is no longer active, the flagged tree can be removed.

IV f) Habitat Conservation Plans

There is no approved Habitat Conservation Plan (HCP) or other conservation plans that cover the school site. The nearest approved HCP covers North Natomas which is located outside the Sacramento City Unified School District's boundaries. The project will have *no impact* on HCPs or other conservation plans.

CONCLUSION

The proposed project is not expected to significantly impact special status species or sensitive habitats. The project may however, impact heritage trees and nesting migratory birds. Impacts to heritage trees and migratory birds can be reduced to a less-than-significant level through compliance with Mitigation Measures Biology 1 and 2 above.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

ENVIRONMENTAL SETTING

The first settlements in the Sacramento Valley likely occurred during the late Pleistocene and early Holocene (14,000 to 8,000 B.P.) period. Sacramento's location within a great valley and at the confluence of two rivers, the Sacramento River and the American River, shaped its early and modern settlements. It is highly likely that Paleo-Indian populations occupied the area with villages located near watercourses. However, the archaeological record of such use is sparse, probably due to recurring natural flood events.

Prehistoric and Historic Archaeology Sensitivity Areas

Previous surveys since 1930 have recorded approximately 80 archaeological sites within the City of Sacramento. The types of archaeological resources discovered include village sites, smaller occupation or special use sites, and lithic scatters which are generally focused on higher spots along the rivers, creeks and sloughs that provided water and sources of food. The City of Sacramento General Plan Master Environmental Impact Report (MEIR) provides a map of potentially sensitivity for cultural resources. This map categorizes areas of the City by the following sensitivities:

- High sensitivity areas are those known to have recorded prehistoric period archaeological resources present. To obscure the precise location and to protect sites from theft and vandalism, these zones have been enlarged, and the areas in between sites have also been included within the zone. The types of prehistoric sites recorded include large village mounds, small villages, and campsites.
- Moderate sensitivity areas include Creeks, other watercourses, and early high spots near waterways that seem likely to have been used for prehistoric occupation are areas of moderate sensitivity.

- Low sensitivity areas indicate that previous research suggests it is unlikely that sites occur in these areas, or may reflect an area where no previous archaeological work has been conducted. It does not rule out the possibility that a site could exist and be obscured through historic use and development or through natural processes, such as siltation. While it is unlikely that a village would be found, it is possible a small resource such as a temporary campsite or special use site could exist.

Theodore Judah school site is located in an area which is designated as having low sensitivity for pre-historic and archeological resources. In addition, an extensive records search was conducted for the McKinley Village Project EIR. This records search did not reveal any pre-historic resources in the vicinity of the school.

Historic Resources and Landmarks

Recognized historic resources are those listed on the Federal Register or identified by State or local registers. The City of Sacramento publishes the Sacramento Register of Historic & Cultural Resources (December 2011) which includes a listing of local, State and National designated historic resources. The majority of historic districts are located in the older sections of the community.

Theodore Judah Elementary School is the oldest continuously operating elementary school building in the City of Sacramento. The school was built in two separate stages under the Federal Public Works Administration (PWA) program in the years between 1937 and 1938. It is an example of both the very basic depression era architecture and the implementation of the PWA's objective to provide jobs and build community infrastructure. Theodore Judah is the only such elementary school example in the city. Architect Charles F. Dean, whose firm worked on Sacramento's Memorial Auditorium and other local landmarks, designed Theodore Judah Elementary.

The school's main building is constructed in a ground-hugging, horizontal design. Inside, it boasts mahogany paneling, glass bricks, tiled water fountains and porthole windows on the auditorium doors. The original paint scheme, apricot with sea-form green trim, was restored and the original school building remains an example of Streamlined Moderne architecture. [2]

Theodore Judah Elementary School was listed on the Sacramento Register by Ordinance No. 94-533 adopted Aug 30, 1994. The school site is also listed on the National Register and the State of California Register. The register designation applies to the main school building which fronts on McKinley Boulevard which was constructed in two phases, specifically Theodore Judah School Unit #1, constructed in 1937 and Theodore Judah School Unit #2 constructed in 1938. Since that time, various portable classrooms have been installed on the school site to accommodate new students.

STANDARDS OF SIGNIFICANCE

The California Environmental Quality Act (CEQA) Guidelines Appendix G identifies examples of a significant effect on historic or cultural resources and states that a project will normally have a significant effect if it will:

[2] http://www.theodorejudahelementary.org/history.html

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

Section 15064.5 defines a significant adverse effect to include any activity which would: (1) Create a substantially adverse change in the significance of an historical resource including physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired; and/or (2) alter or materially impair the significance of a historical resource.

ASSESSMENT AND FINDINGS

V a) Historic Resources. The original units of Theodore Judah Elementary School are listed on the National, State and Local Registers of historically significant structures. The proposed project would not alter or modify the original historic portions of the school facility. Rather, the project would remove three existing portable buildings and replace those buildings with a 2-Story building. The City of Sacramento Preservation Director was consulted (pers. Communication January 20, 2015) regarding the proposed project and concurred that the project would not affect the main historic structure or alter the historic significance of the site. The project therefore is not expected to result in a significant impact to historic resources.

V b) Archeological Resources. The proposed project is located in an area of low archeological and cultural resource sensitivity by the Master Environmental Impact Report (MEIR) for the City of Sacramento General Plan. The site has been in continuous use as an elementary school since the 1930's. The proposed project will not require extensive excavation of soils which would unearth buried artifacts, and the proposed new classrooms will be located on areas which are either currently hardscape or have existing portable structures on them. Although no significant impact to archeological resources is anticipate, mitigation measure Cultural 1 below requires work to stop in the event any archeological or human remains are uncovered. With this mitigation impacts are less-than-significant.

V c) Geological or Paleontological Resources. There are no known geological or paleontological resources in the vicinity of the affected school sites. Since no sub- surface excavation work is required for this project, no disturbance of below ground features will occur.

V d) Human Remains. The school site is not located in an area with known or suspected burial sites. None-the-less, the project will require some sub-surface excavation work for the foundation for the new building. Although unlikely that human remains would be encountered the following mitigation measure is proposed.

> **MITIGATION MEASURE CULTURAL 1**: If buried cultural or paleontological resources, such as chipped or ground stone, historic debris, building foundations or fossils, are discovered during ground disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find

and, if necessary, develop appropriate treatment measures in consultation with the District. If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants will be notified and recommendations for treatment solicited (14 CCR 15064.5; California Health and Safety Code 7050.5; PRC 5097.94 and 5097.98).

CONCLUSION

With the inclusion of Mitigation Measure Cultural Resources 1 (above), the project will not significantly affect historic or cultural resources.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Expose people or structures to 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 Zone 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 l8-1-B of the Uniform Building Code (l994), creating substantial 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**	

ENVIRONMENTAL SETTING

Geology and Topography

The subject area is located in East Sacramento in part of the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. Its northern part is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. It is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north. The school site is relatively flat and level with no significant topographic features.

Earthquake Faults and Seismicity.

There are no known faults within the greater Sacramento region. Faults located closest to the urbanized area of Sacramento are the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west. The Bear Mountains fault is the westerly-most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada. The Foothills fault zone is generally bounded by the Bear Mountains and New Melones fault zones. The Sacramento region has experienced groundshaking originating from faults in the Foothills fault zone. In addition, another possible fault lies northwest of Sacramento called the Dunnigan Hills fault.

The severity of an earthquake generally is expressed in two ways—magnitude and intensity. Magnitude quantitatively measures the strength of an earthquake and the amount of energy released by it. Earthquake intensity in a given locality is typically measured using the Modified Mercalli Intensity (MMI) scale with values of this scale ranging from I to XII. The table below identifies the level of intensity according to the MMI scale and describes that intensity with respect to how it would be received or sensed by its receptors. While an earthquake has only one magnitude, it can have many intensities which typically decrease with distance from the epicenter.

TABLE 2: MODIFIED MERCALLI INTENSITY SCALE	
Intensity	**Description**
I	Detected by only sensitive instruments
II	Felt by a few people at rest
III	Felt noticeably indoors, but not always recognized as a quake; vibration like a passing truck
IV	Felt indoors by many and outdoors by few
V	Felt by most people. Some breakage of windows, dishes, and plaster
VI	Felt by all; falling plaster and chimneys; damage small
VII	Damage to buildings varies; depends on quality of construction
VIII	Walls, monuments, chimneys fall; panel walls thrown out of frames
IX	Buildings shift off foundations; foundations crack; ground cracks;
X	Most masonry and frame structures destroyed; ground cracks; landslides
XI	Ground fissures; pipes break; landslides; rails bent; new structures remain standing
XII	Damage total; waves seen on ground surface; objects thrown into the air

According to the *Probabilistic Seismic Hazard Assessment Maps* (2002) prepared by the CGS,

Sacramento is in an area of relatively low severity, characterized by peak ground accelerations between 10 and 20 percent of the acceleration of gravity. This is primarily due the lack of known major faults and low historical seismicity in the region. The maximum earthquake intensity expected from this amount of groundshaking would be between VII and VIII on the Modified Mercalli Scale.

Seismic ground-shaking hazard for the City and County of Sacramento is relatively low, ranking among the lowest in the state. Due to the low probability of groundshaking affecting the policy area, the possibility of seismic-induced ground failure is remote.

Liquefaction occurs where surface soils, generally alluvial soils, become saturated with water and become mobile during ground-shaking caused by a seismic event. When these soils move, the foundations of structures move as well which can cause structural damage. Liquefaction generally occurs below the water table, but can move upward through soils after it has developed.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

ASSESSMENT AND FINDINGS

VI a) Seismic Risks

Theodore Judah school site is not located on a fault area or Alquist-Priolo zone. Seismic risks to the affected school site would be similar to the seismic risks of ground shaking experienced by the general Sacramento area.

VI b) Soil Erosion VI c) and d) Unstable Soils or Geological Conditions and Expansive Soils

The subject site is level and is not known to have unstable or hazardous soil conditions. None of the affected school sites are located in areas of unstable soils. The site is underlain by San Joaquin soil series which is the U.S.D.A Soil Survey defines the San Joaquin series as a soil type that "consists of moderately well drained soils on low terraces. These soils are moderately deep over a duripan. They formed in alluvium derived from dominantly granitic rock sources. Slope ranges from 0 to 8 percent." The Soil Survey does not list any hazardous conditions like highly expansive related to this series. All buildings located on the affected school sites were developed under the State Building Code which governs suitability of soils for structures. No unusual soils risks have been identified.

VI e) Septic Tank Risks

All affected school sites are served by the public sewers and therefore, there is no risk of septic tank failure.

CONCLUSION
No soil or unusual geologic hazards or impacts have been identified.

VII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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**	

ENVIRONMENTAL SETTING

Climate change is a global problem. Greenhouse Gases (GHGs) are global pollutants. Whereas other pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Similarly, impacts of GHGs are also borne globally. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climate. Therefore, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

Prominent GHGs of primary concern from land use development projects include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Other GHGs such as hydrofluorocarbons, chlorofluorocarbons, and sulfur hexafluoride are of less concern because construction and operational activities associated with land use development projects are not likely to generate substantial quantities of these GHGs. These gases trap some amount of solar radiation and the earth's own radiation, preventing it from passing through earth's atmosphere and into space. GHG are vital to life on earth; without them, earth would be an icy planet. In excess, GHG gases cause climate change. To quantify GHG, a standard of "CO2-equivalent" or CO2e is used. Carbon dioxide equivalency (CO2e) refers to the amount of mixed GGH's that would have the same global warming potential when measured over a specified timescale (generally, 100 years).

REGULATORY SETTING

The Sacramento Metropolitan Air Quality Management District's (SMAQMD) CEQA Guide to Air Quality Assessments provides an overview of the current regulatory environment related to GHG. These guidelines help support the recent state legislation designed to promote reduction of GHG emissions. Relevant regulations and policy actions include:

Executive Order S-3-05. In 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05 which established greenhouse gas (GHG) emission reduction targets for California, and directs the CAL-EPA to coordinate the oversight of efforts to achieve them. The targets

established by Governor Schwarzenegger call for a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80% below 1990 levels by 2050.

Assembly Bill 32. In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth.

Senate Bill 97. In 2007, Senate Bill (SB) 97 was enacted to amend the CEQA statute in order to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directs the Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The Natural Resources Agency was required to certify or adopt those guidelines by January 1, 2010. On March 18, 2010, the amendments to the state CEQA Guidelines for addressing greenhouse gas emissions, as required by Senate Bill 97 (Chapter 185, 2007) were enacted in order to provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents

Senate Bill 375. In 2008, Senate Bill (SB) 375, was enacted which aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP).

Executive Order S-13-08. In November 2008, Governor Arnold Schwarzenegger issued Executive Order S-13-08 to enhance the state's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events. The Executive Order directs the state agencies to request that the National Academy of Sciences convene an independent panel to complete the first California Sea Level Rise Assessment Report.

Executive Order B-30-15. On April 29, 2015, Governor Edmund Brown issued Executive Order B-30-15. Going beyond reductions required by AB 32, Executive Order B-30-15 requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

THRESHOLDS OF SIGNIFICANCE

For this analysis the SMAQMD's recommended thresholds are used which state:

- A significant impact would result if the proposed project would result in the emission of GHG gases (CO2e) in excess of 1,100 metric tons per year for either the construction

period or operational phase of the project.

ASSESSMENT AND FINDINGS

VII a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? As noted above, nearly all uses generate some greenhouse gases. Based on the CalEEMod Air Quality Model results (Appendix A), the proposed project once operational, would generate approximately 168. 54 metric tons of CO2 equivalent. This is below the suggested CAPCOA threshold of 900 metric tons (equivalent to 992 tons) per year and below the SMAQMD's recommended threshold of 1,100 metric tons per year. In either case, the project's contribution to greenhouse gas emissions is less-than-significant.

VII b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? The proposed project is not anticipated to conflict with any policy or regulation adopted for the purposes of GHG emission reduction. As noted above, the City of Sacramento has adopted a Climate Action Plan (February 2012), however, it is anticipated that the proposed project would not conflict with these plans. The project will replace older less energy efficient portable units with a new classroom building designed to meet current energy efficiency standards which will help reduce GHG emissions. No significant conflict with GHG reduction policies is anticipated.

CONCLUSION

The proposed project would not significantly contribute to cumulative greenhouse gas production or conflict with adopted Climate Action Policies.

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
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 Section 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 for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

REGULATORY SETTING

Hazardous materials storage, transportation, removal and clean-up are highly regulated fields. The federal and state governments have enacted laws that require property owners to pay for the clean-up of hazardous material contamination located on, or originating from their land. Because of potential clean up and health-related liabilities from the presence of hazardous material contamination, environmental assessments are routinely performed prior to land sale and development. Summarized below are some of the most significant federal, state and local regulations governing hazardous materials handling.

Federal Hazardous Materials Regulations

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLA, commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. In addition, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List (NPL), a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.

Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to $8.5 billion, expanded EPA's response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System (HRS) to ensure that the HRS accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the NPL.

Resource Conservation and Recovery Act of 1976 (RCRA) as amended by the Solid Waste Disposal Act of 1980 (HSWA), the Hazardous Waste and Solid Waste Amendments of

1984. RCRA is the nation's hazardous waste control law. It defines hazardous waste, provides for a cradle-to-grave tracking system and imposes stringent requirements on treatment, storage and disposal facilities. RCRA requires environmentally sound closure of hazardous waste management units at treatment, storage, and disposal facilities. The U.S. Environmental Protection Agency is the principal agency responsible for the administration of RCRA, SARA, and CERCLA.

State Hazardous Materials Regulations and Agencies

Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 et seq. (HSAA). This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the state's 10% share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the Environmental Protection Agency's (EPA's) ranking system may be placed on the State Superfund list of hazardous wastes requiring cleanup.

The Department of Toxic Substance Control (DTSC) within the California Environmental Protection Agency (Cal/EPA) has regulatory responsibility under 22 CCR for the administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The enforcement of regulations administered by DTSC has been delegated locally to Sacramento County Environmental Management Department (SCEMD).

The State Water Resources Control Board, acting through the Central Valley Regional Water Quality Control Board (CVRWQCB), regulates surface and groundwater quality pursuant to the Porter-Cologne Water Quality Act, the federal Clean Water Act, and the Underground Tank Law. Under these laws, CVRWQCB is authorized to supervise the cleanup of hazardous wastes sites referred to it by local agencies in those situations where water quality may be affected.

Depending on the nature of contamination, the lead agency responsible for the regulation of hazardous materials at the site can be the DTSC, CVRWQCB, or both. DTSC evaluates contaminated sites to ascertain risks to human health and the environment. Sites can be ranked by DTSC or referred for evaluation by the CVRWQCB. In general, contamination affecting soil and groundwater is handled by CVRWQCB and contamination of soils is handled by DTSC.

California Education Code, California Code of Regulations (CCR) Title 5, Section 14010(c) requires that the property line of the school site, even if it is a joint use area, shall be at least the following distances from the edge of power-line easements (unless an analysis is provided that incorporates buffering or shielding of the lines):

- 100 feet for a 50- to 133-kilovolt (kV) line
- 150 feet for a 220- to 230-kV line
- 350 feet for a 500- to 550-kV line

The primary concern is electromagnetic fields and their potential health effects on persons using the site. The Creek side Ranch school site was reviewed by the California Department of Education C.D.E for compliance with Code requirements at the time of development of the site.

STANDARDS OF SIGNIFICANCE

For the purposes of this document, an impact is considered significant if the proposed project would:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.
- Create substantial risk of a hazardous material spill during construction or operation of the project.

ASSESSMENT AND FINDINGS

VII a) and b). Hazardous Material Risks and VII d) Hazardous Materials Sites. The proposed project is not expected to sponsor or house activities which involve the routine handling, transport, use, or disposal of hazardous materials or emit hazardous emissions. Theodore Judah school site and the surrounding area are not located on or near and recognized environmental sites listed on the on the State Department of Toxic Substances Control's Enviro-store Database of hazardous sites. As such, risk of exposure to hazardous materials is less than significant.

VII c) Emissions near a School. The project does not involve any land uses or practices which would cause hazardous materials or hazardous emissions on or near a school site. With the exception of roadway corridors (such as Alhambra Boulevard located approximately 0.75 miles west of the site) and freeways (Business 80 located approximately 1 mile west of the site) which emit vehicle emissions and the UPRR line (located approximately 0.35 miles from the site) which may carry hazardous cargo, there are no identified stationary uses which emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of the school site.

VII e) and f) Airport Safety. Theodore Judah Elementary School is not located in within an airport land use plan or within two miles of a public airport, public use airport, or private air strip. No significant impacts related to air traffic risks or airport safeties are anticipated.

VII g) Emergency Response. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

VII h) Wildlands Fire Risk. Risks of wildfire are minimal. Theodore Judah school site is located in a developed area and there are no open grasslands or hills in the vicinity of the school.

VII i) Other Public Hazards. No other public hazards affecting the site or affected by the project are known other than those discussed in this document.

CONCLUSION

The proposed action does not pose any new, unusual or significant public hazards.

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			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, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) 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?			X	
f) Substantially degrade water quality?			X	

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

ENVIRONMENTAL SETTING

Surface Water Resources

Major surface water resources in Sacramento include the Sacramento River, the American River and their tributaries. The Sacramento River Basin encompasses about 27,000 square miles and is bounded by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Delta to the southeast. The Sacramento River Basin is the largest river in California.

The American River watershed is situated on the western slope of the Sierra Nevada, extending from the spine of the Sierra Nevada westward to the City of Sacramento. Elevations in the watershed range from above 10,000 feet in the high Sierra to 23 feet above mean sea level at the confluence of the American and Sacramento rivers. The river is regulated by dams, canals, pipelines, and penstocks for power generation, flood control, water supply, recreation, and fisheries and wildlife management. The Folsom Dam is located on the American River, owned and operated by the U.S. Bureau of Reclamation. Folsom Lake and its afterbay, Lake Natomas, release water to the lower American River and to the Folsom South Canal. The operation of Folsom Dam directly affects most of the water utilities on the American River system.

Surface Water Quality

The Sacramento and American Rivers have been classified by the Central Valley Regional Water Quality Control Board (CVRWQCB) as having numerous beneficial uses, including providing municipal, agricultural, and recreational water supply. Other beneficial uses include freshwater

habitat, spawning grounds, wildlife habitat, navigation on the Sacramento River, and industrial uses on the American River. The reaches of the Sacramento and American Rivers that flow through the Sacramento urban area are considered impaired and listed on the EPA approved 2002 Section 303(d) list of impaired and threatened waters for California. The Sacramento Coordinated Water Quality Monitoring Program (CMP) was formed by the Sacramento Regional County Sanitation District (SRCSD), Sacramento County Water Resources Division, and the City of Sacramento in May of 1991. The CMP began a long-term Ambient Water Quality Monitoring Program for the Sacramento and American Rivers in 1992. Based on the latest available monitoring results, the period of December 1992 through June 2003, ambient water quality characteristics monitored by the Ambient Program showed that water quality consistently met applicable regulatory limits in the both rivers. Based on current water quality reports, the American and Sacramento Rivers are both excellent supplies for drinking water. These rivers can be treated to meet all Title 22 drinking water standards using conventional and direct filtration processes, as well as newer membrane technologies. There are no persistent constituents in the raw waters that require additional treatment processes. However, there are sometimes seasonal treatment requirements for rice herbicides on the Sacramento River, which is addressed through chemical treatment. Turbidity is high when water is not clear or "muddy".

Ground Water Resources

The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system.

Water Quality

The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality also, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tend to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and ground waters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The proximity of the Sacramento and American rivers to the urbanized area of Sacramento and the existence of both a shallow water table and deep aquifer beneath the area keep the RWQCB interested in activities in the area.

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

ASSESSMENT AND FINDINGS

VIII-a Water Quality and Waste Water

Water quality could be impacted if a proposed project caused a discharge into a waterway or ground water basin. The proposed project is served by the City of Sacramento for storm water collection and sewerage collection and treatment. The City holds an NPDES permit to ensure compliance with the Clean Water Act and prevent discharge of contaminated water. City of Sacramento Stormwater Quality Improvement Plan (2004) provides a comprehensive program of activities designed to reduce stormwater pollution to the maximum extent practicable and eliminate prohibited non-stormwater discharges in accordance with federal and State laws and regulations. These laws and regulations are implemented through NPDES municipal stormwater discharge permits. An element of the program, the Construction Element (CE), was designed to reduce the discharge of stormwater pollutants to the maximum extent practicable by requiring construction sites to reduce sediment in site runoff and reduce other pollutants such as litter and concrete wastes through good housekeeping procedures and proper waste management. The CE strategy includes the following components:

- Ensure each grading permit or Improvement Plan includes an erosion and sediment
- control plan detailing erosion, sediment, and pollution control measures to be used during
- construction of the project;
- Ensure applicable projects obtain a State General Construction Permit and prepare a
- SWPPP containing:

1) A vicinity map;
2) A site map;
3) A site-specific listing of potential sources of stormwater pollution;
4) The type and location of erosion and sediment control BMPs to be employed;
5) The name and telephone number of the person responsible for implementing the SWPPP; and
6) A certification/signature by the landowner or authorized representative; and • Inspect and enforce the project's erosion and sediment control plan, the Grading, Erosion, and Sediment Control Ordinance, and the Stormwater Discharge Control Ordinance.

Another element of the program, the New Development Element (NDE), was designed to specifically control post-construction urban runoff pollutants from new development or redeveloped areas. The NDE strategy for reducing stormwater pollutants from new development includes the following:

- Employing applicable source controls on all projects; and
- Employing regional water quality treatment control measures, such as water quality detention basins, for areas of large development (i.e., areas generally greater than 20 acres), where the opportunity exists. As such, the minor increase in waste water resulting from the project is not anticipated to adversely affect water quality or require new waste water collection or

treatment facilities.

The District is required to comply with the NPDES requirements by either applying for their own NPDES permit or through compliance with the City of Sacramento's NPDES permit for small projects of less than 1 acre in size. With compliance with NPDES and the City's Stormwater Quality Improvement Plan impacts to water quality are considered to be less-than-significant.

VIII-b. Ground Water Impacts

The proposed project will not involve construction of new facilities which would require new sources of water (new water wells) or generate waste water (septic tanks) that could affect groundwater resources. Water is supplied to the site by the City of Sacramento Department of Utilities and the site does not rely on groundwater wells for potable water.

VIII-c and d. Drainage and/or Waterway Alterations

The proposed project will not require any alteration of waterways or drainage patterns. The subject site is level and there are no waterways on or adjacent to the site. No impact to drainage and waterways is anticipated.

VIII- e and f. Run-off and Water Quality

Construction related activities have the potential to impact water quality. Fuel, oil, grease, solvents, concrete wash and other chemicals used in construction activities have the potential of creating toxic problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes. The proposed project is required to comply with the Clean Water Act through the National Pollution Discharge Elimination System (NPDES) permit. Since the project has a smaller footprint, the project falls under the jurisdiction of the City of Sacramento's NPDES permit and the City's Erosion and Sedimentation Ordinance. These require the use of best management practices (BMPs) to reduce erosion and run-off. BMPs and strategies supported by the City are outlined in the Stormwater Quality Design Manual (2014) prepared by the regional Stormwater Partnership of which the City is a member. Since the project is required to comply with the City of Sacramento's requirements for small project NPDES requirements, impacts related to run-off or construction period water quality effects are estimated to be less-than-significant.

VIII. g, h, and i. Flood Risks

The Sacramento area is a flood prone area. However, none of the affected school sites are located in a flood plain area which is not protected by levees. The Federal Emergency Management Agency (FEMA) categorizes the risk of flood by mapping flood zone. Theodore Judah School Site is located in Shaded Zone X on the Flood Insurance Rate Map (FIRM), Map Number 06067C0177 dated August 16, 2012, for the City of Sacramento. This designation indicates that the school site is protected by levees or other flood control improvements. These zones are defined by FEMA as follows:

"Zones X and Shaded Zone X corresponds to areas of minimal flood hazard outside the 1-percent annual chance floodplain, 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No

Base Flood Elevations or depths are calculated within this zone. Flood insurance purchase is not required in these zones."

The proposed project will not increase the flood risks on the site.

VIII. j. Seismic Hazards and other Water Hazards

There are no known occurrences of inundation by seiche, tsunami, or mudflows on or in the vicinity of any of the affected school sites. No impact is anticipated.

CONCLUSION

No unusual or significant impacts related to water resources or flood hazards have been identified that would occur as a result of the project.

X. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

ENVIRONMENTAL SETTING

Theodore Judah Elementary School is located in the East Sacramento Community Planning Area of the Sacramento General Plan. The school site is designated "Public/Quasi Public" on the City of Sacramento 2030 General Plan adopted March 3, 2009. The City's General Plan describes this designation as follows:

> "The Public/Quasi-Public designation describes areas with unique uses and typically unique urban forms. These areas host community services and/or educational, cultural, administrative, and recreational facilities often located within a well-landscaped setting. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities. It should be noted that many Public/Quasi-Public uses are also allowed and are located in other land use and urban form designations. Building forms vary due to the variety of activities, though most buildings tend to be fairly large floor-plate, multi-story structures containing meeting rooms, classrooms, offices, assembly areas, and research space. Generally, automobile access and parking are limited to the periphery of the site in order to create a park-like pedestrian zone. Similarly, recreation facilities such as parks, greenways, stadiums, tracks, ball fields, and tennis courts are located on the perimeter of the public use."

Public and private schools are allowed uses within the "Public/ Quasi Public" designation. Since public school use is allowed and compatible with this designation, the proposed project is consistent with the City of Sacramento General Plan designation.

The area surrounding Theodore Judah School is designated "Traditional Neighborhood Low Density" on the General Plan. This designation is described as:

> "Traditional neighborhoods and the characteristics associated with them are highly desirable and expected to be highly sought after in the future. Many existing traditional neighborhoods are well-established and generally well preserved; thus, changes to these areas will be relatively modest. Conversely some traditional neighborhoods, such as Oak Park, have many of the key formal characteristics of a traditional neighborhood, but have declined over time. These neighborhoods will experience more substantial change related to rehabilitation of units, infill development, and streetscape improvements. Changes proposed in these traditional neighborhoods will focus on preserving and restoring the quality of such areas by protecting and enhancing features such as scale and quality of housing, neighborhood character, and housing choice. It should be noted that Traditional Neighborhoods contain a wide diversity of development and thus some houses and buildings fall outside the allowed development standards. The City expects to retain this diversity. It is also anticipated that future new development areas will be planned with attributes that emulate the traditional neighborhood form and character and include adequate neighborhood-serving uses."

Allowable uses within the "Traditional Neighborhood Low Density" designation include: single-family detached dwellings; single-family attached dwellings (e.g., duplexes, triplexes ,townhomes); accessory second units; Limited neighborhood-serving commercial on lots two acres or less; compatible public, quasi-public, and special uses. The minimum density is 3.0 Units/Net Acre and the maximum density is 8.0 Units/Net Acre.

Theodore Judah Elementary site and the surrounding area are zoned by the City of Sacramento as "R-1". The City of Sacramento Zoning Title 17, the Comprehensive Zoning Plan of the City of Sacramento, defines this zone as "a low density residential zone composed of single-family detached residences on lots a minimum of fifty-two (52) feet by one hundred (100) feet in size. A duplex or halfplex is allowed on a corner lot subject to compliance with specific restrictions. This zone may also include recreational, religious and educational facilities as the basic elements of a balanced neighborhood. Such areas should be clearly defined and without encroachment by uses not performing a neighborhood function. Minimum lot dimensions are fifty-two (52) feet by one hundred (100) feet interior, sixty-two (62) feet by one hundred (100) feet corner. Approximate density for the R-1 zone is six to eight dwelling units per acre." Schools are specifically allowed in this zone.

ASSESSMENT AND FINDINGS

IX a) Physically divide an established community?

The proposed project will not physically divide an established community in that no new roads, facilities or barriers are included in the project that physically divide an existing neighborhood. No significant impact.

IX b) Conflict with any applicable land use plans, policies, regulations adopted for the

purpose of avoiding or mitigating an environmental effect?

The proposed project would not conflict with the General Plan or Community Plans or the policies of those plans. The project (school uses) is consistent with the Public/ Quasi Public land use designation of the General Plan and Community Plans. No significant impact.

IX c) Habitat Conservation Plans

There is no approved Habitat Conservation Plan (HCP) or other conservation plans that cover East Sacramento Community Planning Area in which the project is located. The nearest approved HCP is applicable to the North Natomas area which is located outside the Sacramento City Unified School District's boundaries. Within East Sacramento, the American River is subject to the American River Parkway Plan. The proposed project is not located within the jurisdiction of this plan. The project will have no impact on HCPs or other conservation plans.

CONCLUSION

The proposed action does not pose any significant land use impacts or change the use of a subject site in a manner which would be incompatible with the adopted General Plan or zoning for the site and surrounding area.

XI. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of 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	

ENVIRONMENTAL SETTING

The Sacramento area has historically supported sand and gravel mining to support the construction trade. In upstream areas along the American River, gold mining occurs although no gold mines are currently located in urbanized areas of the County. The California Department of Conservation, Division of Mines provides maps of potential mineral resources. The East Sacramento area in which the project is located is mapped by the Division of Mines as either "MRZ-1" which refers to areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources or "MRZ-4" which refers to areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.

ASSESSMENT AND FINDINGS

X. a and b Mineral Resources

As noted above, the site is located in an area which wither is not likely to have significant mineral resources and/or there are no known occurrences of mineral resources. (Figure 6.4-1, Mineral Resource Zones, City of Sacramento General Plan Background Report, 2009). As such, it is not expected that the project would adversely impact any mineral resources or the recovery of mineral resources.

CONCLUSION

The proposed action would not result in loss of the availability of existing mineral resources. The proposed action would placement of approximately 6 net new classrooms on an existing school site in an area where no mining operations exist and there are no known mineral resources. No significant impact.

XII. NOISE Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies?			**X**	
b) Exposure of persons to generation of excessive ground-borne vibration or ground-borne noise levels?			**X**	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			**X**	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		**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 people residing or working in the project area to excessive noise levels?			**X**	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			**X**	

ENVIRONMENTAL SETTING

Noise Environment. Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Typical examples of decibel levels would be low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. Noise levels which exceed 140 dB may cause pain to the person experiencing them. There are various methods for assessing noise levels. CNEL refers to Community Noise Equivalent Level which is defined as the 24-hour average noise level with noise occurring during evening hours (7 to 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging. Ldn is similar to CNEL however, the weighted measure of noise includes a 10 dB penalty added to noise occurring between 10 p.m. and 7 a.m., when people are generally more sensitive to noise. Schools and residential uses are generally

considered sensitive receptors of noise.

The *State of California General Plan Guidelines*, published by the Governor's Office of Planning and Research (2003), provides guidance for the acceptability of projects within specific CNEL or Ldn contours. Generally, residential uses are considered to be acceptable in areas where exterior noise levels do not exceed 60 CNEL or Ldn. Schools are normally acceptable in areas up to 70 dBA CNEL and normally unacceptable in areas exceeding 70 CNEL. The City of Sacramento General Plan Noise Element has the following standards for noise exposure and school sites.

TABLE 3: APPLICABLE NOISE COMPATIBILITY STANDARDS	
Noise Element Standards/ By Type of Noise	**City of Sacramento General Plan Noise Element**
Transportation Noise Exposure for School Sites (Roadways and Railroads)	Maximum 70 CNEL
Airport Noise Exposure Standards for School Sites	60-65 CNEL acceptable 65-70 CNEL acceptable if interior level is 45 dB. Above 70 CNEL is unacceptable.

The City of Sacramento 2030 General Plan Noise Elements sets a noise maximum from major transportation sources of 70 dB or CNEL for school sites. Noise Contour maps were developed as part of the General Plan process for all major transportation sources (City of Sacramento, General Plan, Appendix D; Noise Contours, 2009).

Major transportation sources in the vicinity of Theodore Judah Elementary School site include: Business 80 and McKinley Boulevard. The Noise Contours prepared for the City of Sacramento 2030 General Plan show that this site falls outside the 60 CNEL contour for all noise transportation noise sources. Therefore, this site has and will continue to be in an area where the CNEL is 60 dB or less and which is consistent with the City of Sacramento's Noise Element requirement for school sites.

Vibration. Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second PPV), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project (2030 General Plan, Table EC-1, 2009);
- Residential interior noise levels of Ldn 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second (in/sec) due to project
- construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 in/sec due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 in/sec due to project construction, highway traffic, and rail operations.

ASSESSMENT AND FINDINGS

XII. a. and b. Noise Exposure from Major Noise Sources

Based on the City of Sacramento Noise Contour Map (City of Sacramento 2030 General Plan, Figure D2) the school site is not located within the 60dB or above noise contour of any roadway, freeway, railroad or airport in the area. Thus, the proposed project is not located in an area subject to major transportation exposure which would exceed the established threshold of the Noise Element of the General Plan for school classroom uses.

XII. c. and d. Noise Generation

Operational Noise. School sites do generate some noise. Noise impacts related to the project would include minor periodic increases in traffic noise as a result of drop off and pick up of students. Traffic speeds for drop off of students are generally low speeds. Lower vehicle speeds generally correlates to lower vehicle noise. Other periodic noise may be associated with students playing sports or enjoying recess. For example, at a distance of 100 feet from an elementary school playground being used by 100 students, average and maximum noise levels of 60 and 75 dB, respectively, can be expected. These noise effects would not be unusual or unexpected. The affected school sites to receive transfer or reassigned students will have more students on site during the day; however, the number of students will not exceed the capacity of the site or the historic enrollment at the site. Thus, it is not expected that the significant new sources of noise will be created by the proposed project rather noise levels would be similar to historic noise levels experienced during school sessions. The proposed project does not include substantial new school facilities (such as stadiums or amphitheaters) which would create significant new sources of noise. No significant new noise generation is expected as a result of the operation of the project.

Temporary Construction Period Noise. Construction of the project will generate construction period noise.

TABLE 4 CONSTRUCTION EQUIPMENT NOISE LEVELS	
Equipment Type	**Typical Sound Level at 50 Feet in dBA L_{eq}**
Air Compressors	81
Backhoe	80
Compactor (Roller)	82
Concrete Mixer	85
Concrete Pump	82
Crane, Mobile	83
Excavator	85
Forklift	55
Generator	81
Grader	85
Loader	85
Tractor	84
Truck	80
Welders	74
Welding Machine	74
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2006, p. 12-6.	

The existing single-family residential receptors located west of the proposed project are located approximately 190 feet, or more, from the center of the project. Those to the east of the project are located 150 feet or more. At an average distance of 175 feet construction related noise levels are expected to less than 59-73 dB $L_{max.}$ During construction of the proposed project, construction activities would be limited to the hours of construction (i.e., between 7 a.m. and 6 p.m. Monday through Saturday and between the hours of 9 a.m. and 6 p.m. on Sunday), as established in Section 8.68 of the City Code. The noise ordinance exempts construction noise from its noise limitations as long as construction activities adhere to these hours of operation restrictions.

In order to reduce construction period impacts and ensure compliance with the Noise Ordinance, the following mitigation measure is required.

MITIGATION MEASURE NOISE 1: The District shall ensure implementation of the following measures.

d. The Improvement Plans and Specifications shall include the following language: "Construction noise emanating from any construction activities for which a Grading or Building Permit shall occur in compliance with the City of Sacramento's Noise Ordinance which restricts the hours when construction generated noise activities may take place.
e. All project construction equipment with internal combustion engines shall be fitted with manufacturer's mufflers or the equivalent and be maintained in good

working order.

f. Construction staging areas shall be located as far as practical from the nearest residences and classrooms.

XII. e and f. Exposure to Noise from Aircraft

The project site is not located near any Airport Noise Contours as defined in an Airport Land Use Plan and no public or private air strips are located within 2 miles of the site. Exposure to aircraft noise is less-than-significant.

CONCLUSION

With implementation of Mitigation Measure Noise 1, noise impacts are less-than-significant.

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Induce substantial 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 housing necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

ENVIRONMENTAL SETTING

The East Sacramento Community Planning Area is predominantly a developed area. The City of Sacramento General Plan Master EIR expected that the East Sacramento Community would have a population increase from 32,181 persons in year 2000 to 34,682 persons in year 2025. Projected growth areas which may affect the Theodore Judah assignment area include the Cannery Project and the McKinley Village Project. The Cannery Project is a business park within the assignment area of Theodore Judah Elementary School. This project does not include residential uses and as such is not anticipated to generate new student population at the school. The McKinley Village Project was approved by City Council to include 336 new homes. The McKinley Village project is not however, within the current assignment area of Theodore Judah Elementary School and as such students from this project would not be assigned to the school without approval by the District's Board of Education. The proposed project is designed to accommodate existing student population within the existing school assignment area.

ASSESSMENT AND FINDINGS

XII a) Extension of Services and Growth Inducement

The proposed project does not involve the extension of public services or new growth and development. The project proposes to add six (6) new classrooms to accommodate existing student population attending the school. No growth inducement impact would occur.

XII b) and c) Displacement of Persons from Existing Housing and Replacement Housing

The project will not require the acquisition of existing housing or the displacement of persons from their housing or the construction of replacement housing. No housing displacement or replacement housing impacts would occur.

CONCLUSION

The proposed project will not result in growth inducement or the displacement of persons from existing housing. Therefore, no impacts would occur.

XIV. PUBLIC SERVICES Would the project impact:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Fire and Police Protection?			X	
b) Schools?			X	
c) Parks?			X	
d) Other governmental services?			X	

ENVIRONMENTAL SETTING

The proposed project is located on the Theodore Judah Elementary School site, a developed school site, located within the City of Sacramento. As such, the site is currently served by existing public services and facilities. The addition of classrooms will not induce new growth (such as houses or new population); rather the project is designed to serve the existing student population.

Police and Fire Services. The City of Sacramento provides police and fire services to the school site. Fire stations closest to the school site include: Station 4 located 3145 Granada Way near Alhambra Boulevard and Station 8 located at 5990 H Street. Both are located within 2 mile radii of the site. The School District also funds School Resources Officers (SRO) who are mainly assigned to the high school sites but also respond to any needs on any campus within the District.

Schools. The project is located in and sponsored by the Sacramento City Unified School District is designed to serve the population of the district by enhancing educational and recreational opportunities on site.

Parks. Parks in the area are administered by the City of Sacramento Department of Parks and Recreation.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would result 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.

ASSESSMENT AND FINDINGS

XIV. a) through c) Public Services and Facilities

A project would have a significant impact if it results in the new construction of facilities which require substantial new public services or create a substantial new permanent demand for new

public services. The project site and existing surrounding population are currently adequately served by the City of Sacramento's Police and Fire Departments. Similarly, the project does not involve the construction of new housing units or employment generating facilities which would require new public facilities or increase demand for new parks or schools.

CONCLUSION

Impacts to public services are determined to be less-than-significant.

XV. RECREATION Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?				X
b) Affect existing recreational opportunities?				X

ENVIRONMENTAL SETTING

The proposed project is located in the East Sacramento Community Planning Area of the City of Sacramento. The City provides a comprehensive system of parks and green areas. McKinley Park, a community level park, is located approximately 0.5 miles from the site. The site provides hard court areas, green play fields and two play lots. As part of this project the play lots would be displaced and replaced by a new play lot to the west of the new building.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts on recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

ASSESSMENT AND FINDINGS

XV a) Recreational Demand

The proposed project will not significantly increase population or housing in the area and as such would not result in a substantial increase in demand for local recreation and park space.

XV b) Affect Existing Recreational Opportunities

Most of the school sites within the District have a joint use agreement allowing both public and school use of open space areas. The proposed project would not change or alter these agreements. The placement of three (3) temporary portable classrooms will result in the temporary loss of some of the hardscape area while the new building is being constructed. Once complete, the hardscape area will be available for recreational use again. The District intends to restore the hardscape play areas once the new two–story classroom facility is completed. The placement of the two story classroom will result in the relocation of the existing playlot either further to the west or north of its current location. The District will upgrade and replace the play lot area on the school site. Therefore, minimal impact to existing recreational opportunities is expected.

CONCLUSION

The project will not have any unusual or significant impact on recreational resources.

XVI. TRANSPORTATION & TRAFFIC Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access or access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		X		

BACKGROUND

Fehr and Peers, Transportation Consultants, were retained by the District to conduct a traffic impact study. This study, entitled "Theodore Judah Elementary School Expansion Draft Transportation Impact Study" was completed in November 2015. A full copy of the traffic study is included in the Appendices (Appendix B). Summarized below are the major findings and conclusions of the Traffic Study.

ENVIRONMENTAL SETTING

Located in the McKinley Park neighborhood in the City of Sacramento, Theodore Judah Elementary School sits on a five acre parcel of land surrounded primarily by single-family residential housing. The McKinley Park neighborhood is located in east Sacramento between the American River and the Capital City Freeway (State Route 51/Business 80). Regional access to the area is provided primarily by the Capital City Freeway, which provides connections to US Highway 50 (US 50), Interstate 5 (I-5), and Interstate 80 (I-80). McKinley Boulevard serves as the primary roadway providing local access to the school, and runs adjacent to the southern facing front of the school; 36th Way provides access to the school's northern edge.

Internal Transportation Facilities. Theodore Judah Elementary School does not have any internal access for picking-up or dropping-off students. There is a small parking lot in the rear of the school along 36th Way intended for teachers. The main entrance to the school fronts McKinley Boulevard, where most students are picked-up and dropped-off by their parents, while buses pick-up and drop-off students behind the school along 36th Way. Volunteers are posted to assist parents in orderly drop off of students at the entrance to the school on McKinley Boulevard.

External Transportation Facilities. Theodore Judah Elementary School is bordered by McKinley Boulevard, 36th Way, 39th Street and San Antonio Way, and surrounded primarily by single family residential housing. The roadway network around the school is set up in a grid pattern with small neighborhood blocks, which results in a high level of accessibility for motor vehicles, bicyclists, and pedestrians. Gridded street systems help to disperse vehicular traffic by providing multiple paths to the same destination, and also increase the desirability of walking and bicycling.

McKinley Boulevard serves as the main collector street for the project site, with connections to the E Street on- and off-ramps at Capital City Freeway as well as Elvas Avenue, which runs along the length of the American River. Since all trips are coming from near-by residential neighborhoods, traffic will use residential streets to access the school. Within the vicinity of the school, Capital City Freeway runs north/south; McKinley Boulevard runs east/west; Elvas Avenue runs north/south.

Roadway Network – Local Access. The characteristics of key local roadway facilities in the vicinity of the Theodore Judah Elementary School project are described in greater detail below:

- ***McKinley Boulevard*** is a two-lane minor collector located south of the project site with no on-street parking. There are bicycle facilities along McKinley Boulevard west of 35th Street. The roadway generally runs east-west, from Capital City Freeway to the west to Elvas Avenue at its eastern terminus. West of Capital City Freeway, McKinley Boulevard becomes E Street.

- ***36th Way*** is a two-lane local roadway located north of the project site with no on-street

parking or bicycle facilities. The roadway is primarily residential, and intersects McKinley Boulevard west of the project site. 36th Way intersects Elvas Avenue at its east end and becomes 36th Street west/south of McKinley Boulevard.

- ***39th Street*** is a two-lane local roadway located east of the project site with on-street parking on both sides and no bicycle facilities. The roadway is primarily residential, and runs perpendicular to McKinley Boulevard, intersecting with it to the southeast of the project site.

- ***San Miguel Way*** is a two-lane local roadway located south and north of the project site with on-street parking on both sides and no bicycle facilities. The roadway is primarily residential, and intersects with McKinley Boulevard south of the project site and with 36th Way north of the project site.

- ***San Antonio Way*** is a two-lane local roadway located west of the project site with on-street parking on both sides and no bicycle facilities. The roadway is primarily residential, and runs perpendicular to McKinley Boulevard, intersecting it southwest of the project site.

Pedestrian Facilities. Within the surrounding area of the school, the residential blocks have continuous sidewalks on both sides of the roadway. The completeness of the sidewalk system increases the desirability of pedestrian travel and allows for access for those with disabilities. The intersections adjacent to the school feature crosswalks connecting the blocks around the school, with at least 2 crosswalks at each intersection cornering the school site, except for McKinley Boulevard/San Antonio Way which has none. Pedestrian count data at the San Antonio Way/McKinley Boulevard intersection show 259 and 211 pedestrians during the AM and After School peak hours, respectively. Similar counts were observed at McKinley Boulevard/San Miguel Way and McKinley Boulevard/39th Street.

Bicycle Facilities. There are no on- or off-street bicycle facilities within the immediate project vicinity. McKinley Boulevard has Class II on-street bicycle lanes starting at 35th Street and continuing west towards downtown Sacramento. C Street also has Class II on-street bicycle lanes starting at 33rd Street and continuing east to Elvas Avenue. Figure 3 shows the existing bicycle facilities within the project area.

Transit Facilities. Sacramento Regional Transit District (RT) provides public transit service in the study area, including one bus route located in the vicinity of the project site, Route 34. Route 34 has stops located at the two southern corners of the school site near the McKinley Boulevard/39th Street and McKinley Boulevard/San Antonio Way intersections. These stops are within a quarter mile walking distance from the school. Stops in the study area are marked by a posted sign. A detailed description of Route 34 is provided below:

- Route 34 (McKinley) is a Radial Route that provides service between the 8th Street/O Street light rail station in Downtown Sacramento and the California State University Sacramento Transit Center in East Sacramento. Within the study area, this route operates primarily along McKinley Boulevard. Weekday headways are one hour, with service operating between 6:00 AM and 5:00 PM. Weekend and holiday service is not provided.

REGULATORY AND POLICY SETTING

City of Sacramento 2030 General Plan

The Mobility Element of the City of Sacramento's 2030 General Plan outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The following LOS policy is relevant to this study:

> **M 1.2.2** The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.
>
> – Base Level of Service Standard – The City shall seek to maintain the following standards for all areas outside of multi-modal districts:
>
> • Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or City-initiated project.

The Mobility Element of the City of Sacramento's 2030 General Plan also includes the following policies related to connectivity, walking, biking, transit, and parking that are relevant to this study:

> **M 2.1.1** All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan.
>
> **M 2.1.5** The City shall provide a continuous pedestrian network in existing and new neighborhoods that facilitates convenient pedestrian travel free of major impediments and obstacles.
>
> **M 3.1.1** The City shall support a well-designed transit system that meets the transportation needs of Sacramento residents and visitors.
>
> **M 3.1.16** The City shall require developer contributions for bus facilities and improvements.
>
> **M 4.3.1** The City shall continue wherever possible to design streets and improve development applications in such a manner as to reduce high traffic flows and parking problems within residential neighborhoods.
>
> **M 5.1.1** All proposed bikeway facilities shall be consistent with the applicable provisions of the Bikeway Master Plan.
>
> **M 5.1.2** All proposed bikeway facilities are appropriate to the street classifications and types, traffic volume, and speed on applicable rights-of-way.
>
> **M 5.1.4** The proposed project shall not result in conflicts between bicyclists and motor vehicles on streets, and bicyclists and pedestrians on multi-use trails and sidewalks.

M 5.1.7 The proposed project shall include Class II bike lanes on all new arterial and collector streets.

Neighborhood Traffic Management Program. The City of Sacramento has a Neighborhood Traffic Management Program (NTMP) where neighborhoods can petition the City to install traffic calming devices to address residents' concerns about traffic. There are two phases of an NTMP. Phase I involves less restrictive modifications such as the installation of high visibility speed limit signs, striping of bike lanes, and the installation of speed humps. Phase II involves more restrictive measures including half and full-street closures, diverters, and one-way/two-way street conversions. Phase II modifications are implemented if the Phase I modifications do not adequately address neighborhood concerns. The area in the immediate project vicinity is not included as part of a future traffic calming project area.

ANALYSIS METHODOLOGY

All intersections except for San Antonio Way/36th Way were analyzed using procedures and methodologies contained in the Highway Capacity Manual (HCM) (Transportation Research Board, 2010). The San Antonio Way/36th Way intersection was analyzed using procedures and methodologies contained in the Highway Capacity Manual (HCM) (Transportation Research Board, 2000), since the 2010 methodologies cannot evaluate all-way yield intersections. These methodologies were applied using Synchro1 (Version 8), a traffic operations analysis software package.

The HCM methodologies determine a level of service (LOS) for each study intersection. Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

The following assumptions and methodologies were applied during the analysis:

- Per HCM procedures, the level of service for signalized and all-way stop-controlled intersections was based on the average control delay for all vehicles.
- Per HCM procedures, the level of service for un-signalized (side-way stop-controlled) intersections was based on the average control delay for the worst movement.
- Peak hour factors (PHF) measured in 2013 and 2014 were assumed for all existing scenarios.

Study intersections were selected based upon the expected travel characteristics associated with the project (i.e., project location and number of project trips), as well as the susceptibility of nearby intersections to increased traffic due to implementation of the project. The following seven intersections were studied as part of the transportation analysis:

1. 39th Street/36th Way
2. San Antonio Way/36th Way
3. McKinley Boulevard/36th Way
4. McKinley Boulevard/39th Street

5. McKinley Boulevard/San Miguel Way
6. McKinley Boulevard/San Antonio Way
7. McKinley Boulevard/Elvas Avenue

DATA COLLECTION

To provide a baseline for the intersection analysis, intersection turning movement counts were conducted at the seven study intersections during the AM (7:00 AM – 9:00 AM), PM (4:00 PM 6:00 PM), and After School (1:00 PM – 3:00 PM) peak hours. AM and PM peak period counts were conducted in October 2013 at all of the study intersections except for McKinley Boulevard/39th Street and McKinley Boulevard/San Miguel Way. AM and PM peak period turning movement counts at these two intersections were conducted on Wednesday, November 5, 2014. Counts were also collected at all seven intersections on Wednesday, November 5, 2014 during the After School peak hour (1:00 PM – 3:00 PM). The raw count data is provided in Appendix B, Traffic Study, Technical Appendices). The counts were conducted when weather conditions were dry and local schools were in full session. Pedestrians and bicyclists were also counted at each of the study intersections. Each intersection's peak hour within the peak period was used for the analysis. For the majority of the study intersections, the counts indicate that the AM peak hour is between 7:30 AM and 8:30 AM, the after school peak hour is between 1:30 PM and 2:30 PM, and the PM peak hour is between 5:00 PM and 6:00 PM.

Due to the school's unique travel characteristics, peak demand on the transportation system surrounding the school occurs during the weekday AM and PM peak commute periods, as well as the After School peak period. For this reason, the transportation analysis focuses upon these three time periods, as the susceptibility of the system to impacts during these periods is greater than during off-peak periods when the system has higher levels of available capacity.

EXISTING TRAFFIC CONDITIONS WITHOUT PROJECT

Existing traffic volumes were balanced between intersections, where appropriate, to account for any differences that may occur due to counts being conducted on different days. In general, traffic volumes were balanced up to present a conservative analysis. Table 5 (below) summarizes the existing peak hour intersection operations at the study intersections (refer to separate Appendix B for detailed calculations). As shown, all study intersections operate at LOS B or better during all three peak hours. Overall, the existing roadway system within the area that provides access to Theodore Judah Elementary School can be characterized as operating efficiently with low levels of delay. Motorists do not experience substantial vehicle queues, and conditions are generally at free flow during peak hours. Delays experienced by motorists waiting to turn from side streets onto McKinley Boulevard are modest, with motorists turning left from 39th Street onto McKinley Boulevard experiencing the highest delay within the study area (10, 8, and 9 seconds during the AM, After School, and PM peak hours, respectively). Table 5 (below) shows the existing intersection operations in the vicinity of the school site.

TABLE 5: EXISTING INTERSECTION OPERATIONS							
Intersection	**Control**	**AM Peak Hour**		**School Peak Hour**		**PM Peak Hour**	
		Delay[1]	**LOS**	**Delay[1]**	**LOS**	**Delay[1]**	**LOS**
39th Street/36th Way	Side-Street Stop	6(10)	A(A)	6(9)	A(A)	6(10)	A(A)
San Antonio Way/36th	All-Way Yield	7	A	7	A	7	A
McKinley Boulevard/36th Way	All-Way Stop	11	B	8	A	10	A
McKinley Boulevard/39th Street	All-Way Stop	10	A	8	A	9	A
McKinley Boulevard/San Miguel Way	Side-Street Stop	1(10)	A(A)	1(10)	A(A)	1(9)	A(A)
McKinley Boulevard/San Antonio Way	Side-Street Stop	2(10)	A(A)	1(9)	A(A)	1(9)	A(A)
McKinley Boulevard/Elvas Avenue	Side-Street Stop	2(10)	A(A)	2(9)	A(A)	2(10)	A(B)

Note: 1. For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side-street stop controlled intersections, the delay is reported in seconds per vehicle for the overall intersection and (worst approach).
Source: Fehr & Peers, 2015

PROJECT TRIP GENERATION AND TRIP ASSIGNMENTS

The trip generation estimates for the proposed project are based on trip generation rates documented in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th Edition. The ITE trip generation rates for an Elementary School are based three different variables:

- Number of New Students
- Number of New Teachers
- Square Footage of New Classrooms

In order to present a conservative analysis, the trip generation for the project was estimated using all three variables and the highest trip generation calculations were used in the analysis. The following project characteristics/assumptions were used to calculate the trip generation of the project:

Per the Sacramento City Unified School District, the maximum students per grade are as follows: Kindergarten, 32; Grades 1-3, 31; Grades 4-6; 33. Therefore, an average maximum of 32 students per classroom was used.

- The project will contain one teacher per classroom.
- The square footage of 12,000 sq. ft. was used as it generates the most trips.
- The three classrooms to be removed include 3,775 sq. ft., 96 students, and 3 teachers.
- No reductions were taken for students that could potentially walk, bike, or bus to school. The analysis assumes all new students will be dropped off/picked up in personal vehicles.

The project trip generation is based on the difference of the square footage, students, and employees from the new project (i.e. 9 new classrooms) and the demolished classrooms (i.e. 3 classrooms to be removed). This results in a net gain of 192 students, 6 teachers, and 7,525 square feet of classrooms.

Table 6 presents the trip generation estimates for the Theodore Judah Elementary School expansion project. Since the number of students being added by the project showed the most conservative (i.e. highest) estimate of project trips during all three study periods, this value was assumed to be the net increase in trips for the project. As shown in Table 6, the project is estimated to generate 86 new trips during the AM peak hour, 54 new trips during the "after school" peak hour, and 29 new trips during the PM peak hour on a typical weekday.

TABLE 6: TRIP GENERATION SCENARIOS

Land Use (ITE Code)	Quantity[1]	Trip Rates			AM Peak Hour		School Peak Hour		PM Peak Hour		Total
		AM	School	PM	In	Out	In	Out	In	Out	
Elementary School (520)	192 Students	0.45	0.28	0.15	47	39	24	30	14	15	169
Elementary School (520)	6 Teachers	5.33	3.41	1.76	17	15	9	11	6	5	63
Elementary School (520)	7.55 KSF	5.20	3.11	1.21	22	17	10	13	4	5	71
		New Net Trips			**47**	**39**	**24**	**30**	**14**	**15**	**169**

Note: 1. KSF – thousand square feet
2. Trip rates based on data published in Trip Generation Manual 9th Edition (ITE, 2012)
Source: Fehr & Peers, 2015

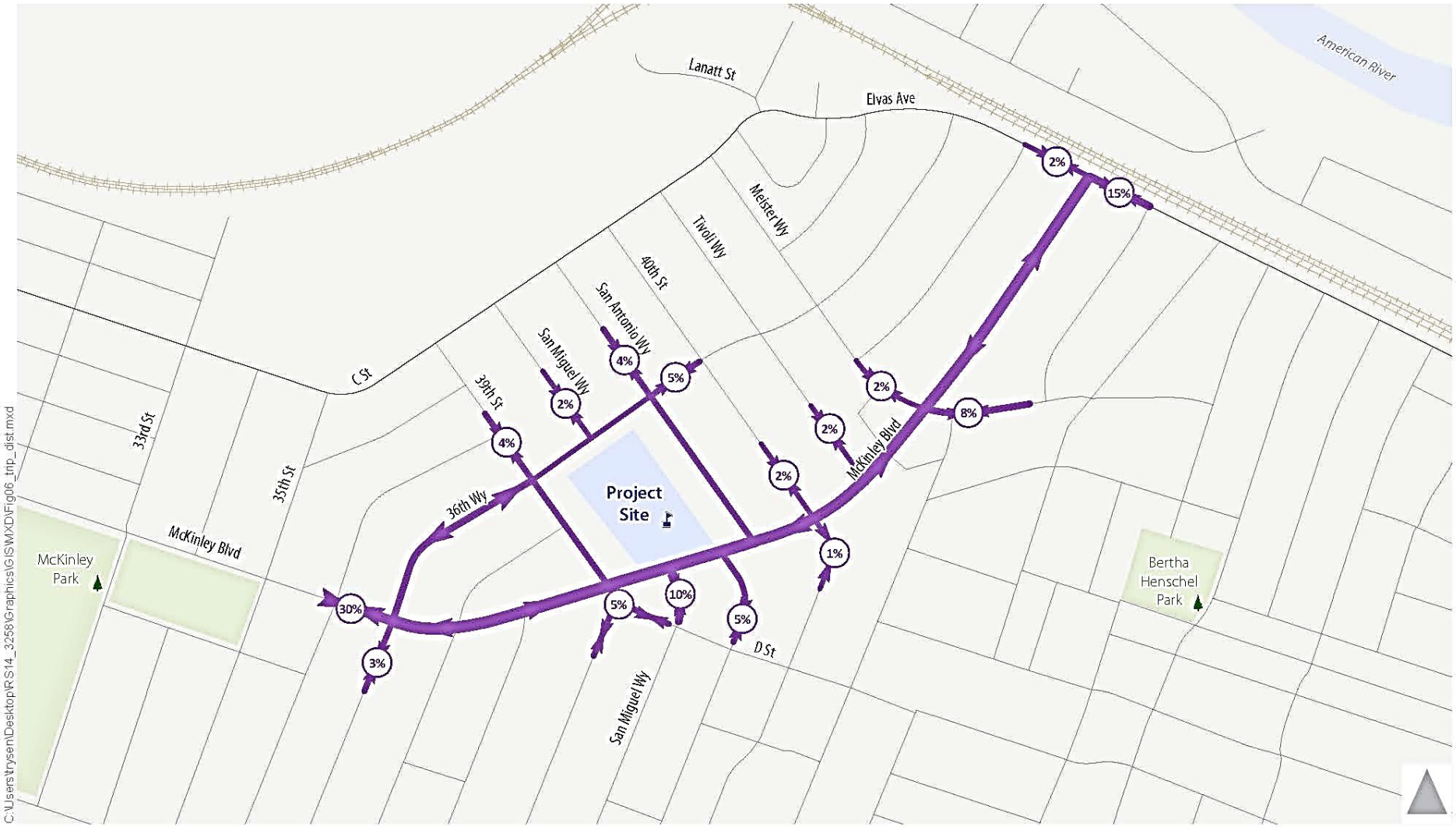
The distribution of project trips was estimated using the following sources and analytical techniques:

- Review of existing travel patterns within the study area using traffic counts collected in October 2013 and November 2014.
- Site visit observations during each of the three peak hours analyzed.

Table 7 displays the expected distribution of inbound and outbound project trips to/from Theodore Judah Elementary School, estimated using the above sources and techniques. Project trips were assigned to the study intersections in accordance with the trip generation and distribution methodologies discussed in this section. The project trip distribution is also shown on Figure 9.

TABLE 7:
WEEKDAY TRIP DISTRIBUTION

Gateway	**% of Project Trips**
	In/Out
To/from the north via 39th Street	4%
To/from the north via San Miguel Way	2%
To/from the north via San Antonio Way	4%
To/from the east via 36th Way	5%
To/from the west via 36th Street	3%
To/from the west via McKinley Boulevard	30%
To/from the south via 39th Street	5%
To/from the south via San Miguel Way	10%
To/from the south via San Antonio Way	5%
To/from the east via McKinley Boulevard	32%
Source: Fehr & Peers, 2015	



% Inbound/Outbound Trip Distribution

FIGURE 9: TRIP DISTRIBUTION TO AND FROM PROJECT SITE

STANDARDS OF SIGNIFICANCE

In accordance with CEQA, the lead agency evaluates the effects of a proposed project to determine if they could result in significant adverse impacts on the environment. The standards of significance in this analysis are based upon the current practices of the City of Sacramento, documented within the City of Sacramento 2030 *General Plan*. Under CEQA, the City of Sacramento is the local responsible agency.

Policy M.1.2.2 of the City of Sacramento 2030 *General Plan* specifies that the City will allow for flexible LOS standards to encourage mixed uses of transit, biking, and walking within the downtown area. Since this project falls outside of the Core Area boundary, it must maintain operations at LOS A-D, unless infeasible. LOS E or F may be accepted provided they make provisions to improve the overall system and/or promote non-vehicular transportation as part of a development project or City-initiated project.

Additionally, for the purposes of this analysis, an impact is considered significant if implementation of the project would result in any of the following:

- Cause an intersection that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse and not make provisions to improve the overall system and/or promote non-vehicular transportation.
- Increase the average delay by 5 seconds or more at an intersection in Sacramento that currently operates (or is projected to operate) at an unacceptable LOS E or F.
- Eliminate or adversely affect an existing bikeway, pedestrian facility, or transit facility in a way that would discourage its use.

ASSESSMENT AND FINDINGS

XVI. a) and b) Project Traffic Volumes, Level of Service and Operations. Fehr and Peers conducted a Traffic Impact Study of the project (Appendix B). Based on this analysis the project would not significantly adversely affect the level or service or operations in the area.

Existing Plus Project Conditions. Fehr and Peers calculated the level of service impact of the project on the existing street system. Table 8 shows the results:

TABLE 8:
INTERSECTION LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Control	AM Peak Hour		School Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. 39th Street/36th Way	Side-Street Stop	6(10)	A(A)	6(9)	A(A)	6(10)	A(A)
2. San Antonio Way/36th Way	All-Way Yield	7	A	7	A	7	A
3.McKinley Boulevard/36th Way	All-Way Stop	11	B	8	A	10	A

TABLE 8:
INTERSECTION LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS

Intersection	Control	AM Peak Hour		School Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
4. McKinley Boulevard/39th Street	All-Way Stop	10	A	8	A	9	A
5. McKinley Boulevard/San Miguel Way	Side-Street Stop	1(10)	A(A)	1(10)	A(A)	1(9)	A(A)
6. McKinley Boulevard/San Antonio Way	Side-Street Stop	2(10)	A(A)	2(9)	A(A)	1(9)	A(A)
7. McKinley Boulevard/Elvas Avenue	Side-Street Stop	2(10)	A(B)	2(9)	A(B)	2(10)	A(B)

Note: 1. For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side-street stop controlled intersections, the delay is reported in seconds per vehicle for the overall intersection and (worst approach).*Source: Fehr & Peers, 2015*

With the addition of the trips from the proposed project, intersections in the area will continue to function as LOS A and B which a level of service higher than the City's standard of LOS D. Existing plus project impacts to LOS and operations are less-than-significant.

Cumulative Conditions. In 2013, Fehr and Peers conducted a detailed cumulative conditions analysis of intersections within the study area as part of the Transportation and Circulation section of the McKinley Village EIR[3]. In the EIR, the cumulative conditions analysis included forecasted land use growth in the City of Sacramento consistent with the City's General Plan through the year 2035, including build-out of the McKinley Village project. A separate analysis was prepared to add approximately 95 students to Theodore Judah Elementary School. This evaluation was completed for the AM peak hour, the time period that is most affected by school-related traffic (due to the fact that school-related traffic overlaps with the commute traffic during the AM peak hour). The evaluation incorporated the following set of conservative assumptions:

- All 95 children projected to attend Theodore Judah Elementary School would arrive at the school during the peak hour of commute traffic (i.e., no students would attend before school programs or arrive tardy).
- All trips between the project and the school would utilize motor vehicles, and no students would walk or bike to school.

[3] McKinley Village Project (P08-806), Final Environmental Impact Report, State Clearinghouse Number: SCH 2008082049

- No more than one child would ride in each vehicle (i.e., no carpooling or families with multiple children).

Table 4.9-21 of the McKinley Village EIR reported the results of this conservative analysis for cumulative plus project conditions during the AM peak hour. The analysis indicates that all study intersections in the vicinity of Theodore Judah Elementary School would continue to operate at LOS B or better with the addition of 95 students. It is not yet determined by the school board if students from the McKinley Village project will attend Theodore Judah or another elementary school. Similarly, the school board will be considering re-opening Washington Elementary School which may reduce enrollment at Theodore Judah. Since no impacts were identified in this conservative cumulative conditions assessment, the addition of six (6) additional classrooms is not anticipated to result in cumulative impacts or reduce intersection operations below LOS D, which serves as the City's LOS standard within the project study area. Cumulative impacts to LOS and operations are considered less-than significant.

XIV c) Air Traffic. The proposed project will not result in any changes to air traffic patterns. The site is not located near airports or included within the boundaries of an Airport Community Land Use Plan for an airport. No impact.

XVI d) Emergency Access. The proposed project will not significantly change or interfere with existing emergency access procedures or routes. Impacts are less-than-significant.

XVI e) Hazards. The proposed project does not create any new roadway design features or modify any existing features (e.g., sharp curves or dangerous intersections) which would present new roadway hazards. Impacts are less-than-significant.

XVI f) Alternative Transportation.

Bicycle and Pedestrian Facilities. Implementation of the proposed project would not eliminate or adversely affect existing bicycle or pedestrian facilities. Therefore, project specific impacts to bicycle or pedestrian facilities are considered less-than- significant.

Transit Facilities. Implementation of the proposed project would not eliminate or adversely affect existing transit operations or facilities. Therefore, project specific impacts to transit facilities are considered less-than-significant.

CONCLUSION

Based on the Traffic Impact Study, the proposed project does not violate any adopted thresholds of significance for traffic operations or level of services or pose other transportation impacts.

XVII. UTILITIES Would the project:	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

ENVIRONMENTAL SETTING

The proposed project is located on the Theodore Judah Elementary School site in the East Sacramento Community Planning Area of the City of Sacramento. The project vicinity is an existing developed neighborhood. As such, the site is currently served by existing public services and facilities. The addition of the new classroom building will not induce new growth (such as houses or new population); rather the project is designed to serve the existing student population.

Water Service. Water service to the site is provided by the City of Sacramento and is derived from both surface water resources (the American and Sacramento Rivers) and groundwater resources. Municipal water service is available and currently serving the project site.

Waste Water Treatment. The City of Sacramento provides sewerage collection services to the site. Wastewater collected at the site is served by a separate collection system and is treated by the Sacramento County Regional Sanitation District (SCRSD) at the regional treatment facility located in South Sacramento. The capacity of the treatment system is not expected to be reached until after 2030 with regional growth in the area.

Storm Drainage. The City of Sacramento Utilities Department is responsible for stormwater management in the City. The City is active in the Sacramento Stormwater Quality Partnership (SSQP) designed to reduce and manage run-off throughout the area. The City also holds and complies with a National Pollutant Discharge Elimination System (NPDES) permit for commercial projects (including schools) that create one acre or more of impervious surface.

Solid Waste Disposal. Solid waste in the city of Sacramento is collected by City and permitted private haulers. The City offers both commercial and residential solid waste collection services. Construction and demolition waste is collected by the City and private companies.

Utilities. Natural gas is supplied to the site by Pacific Gas and Electric (PG & E). Electrical service will be provided by Sacramento Municipal Utility District (SMUD).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would result in the need for new or altered services related to water, sewer, wastewater treatment or solid waste facilities. For example, a project which will require the extension of a new wastewater treatment facility or the construction of new or substantially altered sewer trunk lines may be considered and environmental impact particularly if the construction of such facilities results in other physical impacts.

ASSESSMENT AND FINDINGS

XVII. a) through g) Utilities

A project would have a significant impact if it results in the new construction of facilities which require substantial new public services or utilities or which would substantially alter existing services. This project does not involve the construction of new housing units or

employment generating facilities which would require substantial new or expanded utilities such as expansion of existing water treatment facilities, new drainage facilities etc. The existing site is currently served by existing utilities including adequate water, wastewater and storm drainage services to the site. The project will result in a minor increase in water use and waste water generation from the routine use of the proposed restroom facilities to be located in the new building. However, these restroom facilities are designed to serve existing student population and planned enrollment on the site. The new restroom facilities will relieve the use of older restrooms on site that do not include up-to-date water conservation and energy conservation features. Given the treatment and collection capacity of the wastewater system serving the area, this is not considered a significant impact (See also Hydrology and Water Quality Section). Similarly, there is no evidence that the proposed project would individually or cumulatively exceed local water supplies. The proposed project would remove 3 older portable classrooms which are not at this time scheduled for re-use due to their age and condition. If the portables are demolished the District requires the contractor to achieve an "end-of-project rates for salvage/recycling of 50 percent by weight of total non-hazardous solid waste generated by the work and requires the contractor to practice efficient waste management in the use of materials in the course of the work; use all reasonable means to divert construction and demolition waste from landfills and incinerators and facilitate recycling and salvage of materials." These measures will ensure that the project does not produce mass waste that would require the expansion of landfills. Thus, the project is not expected to overburden existing water distribution, waste water or storm drainage collection and treatment systems or exceed the capacity of a landfill site.

CONCLUSION

Impacts water service, solid waste, wastewater services and utility systems are considered less-than-significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less-than-Significant Impact with Mitigation	Less-than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**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**	

XVIII a) Substantial effects to habitat, fish, wildlife, plant species or eliminate important examples of California History or Pre-History

With incorporation of the Mitigation Measures outlined in the MND, the project will have a less-than-significant effect on habitat, fish, wildlife, plants and historic and cultural resources. Mitigation Measures are included to address the impacts to Heritage Trees, nesting migratory birds and potential impacts to cultural resources to less-than-significant levels.

XVIII b) Cumulative Effects

Cumulative effects refer to effects of the proposed project when combined with other related projects were considered in analyzing the traffic, air, noise, public service and other impacts of the project. The Initial Study and MND analysis found that the proposed project would not result in any considerable contributions to cumulative impacts.

Cumulative impacts would occur if the proposed project would substantially increase population or housing and the resulting growth would result in impacts to public services, open space and other natural resources. The proposed project is designed to serve the existing student and community population and is does not cause an increase in population, housing or growth which would adversely impact public services, open space or natural resources.

XVIII b) Substantial Adverse Effects on Human Beings, either directly or indirectly?

The proposed project site is not located on, or near, a hazardous materials site, a Special Flood Hazard Zone, or known fault zone or within an Airport Community Planning Area which would expose humans to substantial adverse effects.

DETERMINATION

Based on the above findings, the following Determination is made:

	I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	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 the project-specific mitigation measures described have been added to the project. 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.

_____ December 19, 2015

Signature Date

Trish Davey,
Planning Dynamics Group